Kawasaki

TERYX 750 FI 4×4

TERYX 750 FI 4×4 LE

TERYX 750 FI 4×4 SPORT

Recreation Utility Vehicle Assembly & Preparation Manual

MilitaryManuals.com

MilitaryAtvParts.com

Foreword

In order to ship Kawasaki vehicles as efficiently as possible, they are partially disassembled before crating. Since some of the most commonly removed parts have a direct bearing on a vehicle's reliability and safety, conscientious pre-sale assembly and preparation becomes extremely important. Good setup procedures can prevent needless warranty claims and give customers a greater sense of confidence in Kawasaki and their Kawasaki Dealers.

This Assembly and Preparation Manual explains step by step procedures of the following items for all Kawasaki TERYX 750 FI 4×4, TERYX 750 FI 4×4 LE and TERYX 750 FI 4×4 SPORT.

1. Crate Handling
2. Uncrating
3. Assembly
4. Preparation

The selling dealer assumes sole responsibility for any unauthorized modifications prior to sale. Refer to your Service Binder for any Service Bulletins specifying Factory Directed Modifications (Special Claims) which must be performed before the vehicle is ready for sale.

Whenever you see the following symbols heed their instructions! Always follow safe operating and maintenance practices.

⚠ DANGER

DANGER indicates a hazardous situation which, if not avoided, will result in death or serious injury.

⚠ WARNING

WARNING indicates a hazardous situation which, if not avoided, could result in death or serious injury.

⚠ CAUTION

CAUTION indicates a hazardous situation which, if not avoided, could result in minor or moderate injury.

NOTICE

NOTICE is used to address practices not related to personal injury.

NOTE

○ *This note symbol indicates points of particular interest for more efficient and convenient operation.*

Kawasaki Heavy Industries, Ltd. accepts no liability for any inaccuracies or omissions in this publication, although every possible measure has been taken to make it as complete and accurate as possible. All procedures and specifications subject to change without notice.

MilitaryAtvParts.com

© 2009 Kawasaki Heavy Industries, Ltd.

Table of Contents

Crate Handling 3
Crate Handling Precautions for RSC (Returnable Steel Crate)(US Model only) 3
Crate Handling Precautions (Other than US Model) 3
Uncrating 4
Opening Crate (US Model only) 4
Opening Crate (Other than US Model) 8
Parts Check 12
Assembly 16
Steering Wheel 16
Right and Left Bar 16
Upper and Lower Back Bar 17
Front and Rear Upper Bar 17
Seat Belt 19
Windshield (KRF750PAF/RAF Models) 21
Cargo Net 22
Front Guard Cover 22
French Labels 22
Preparation 24
Charged Battery Service (US Model) 24
Uncharged Battery Service (Other than US Model) 27
Air Cleaner 30
Engine Oil 32
Front Final Gear Case Oil 34
Rear Final Gear Case Oil 35
Brake Fluid 36
Brake Pedal 37
Brake Light Switch 38
Parking Brake Pedal 38
Steering Wheel 38
Front Shock Absorber 39
Rear Shock Absorber 41
Tire Air Pressures 42
Fuel 43
Coolant 43
Throttle Pedal 43
Differential Shift Lever and Cable 44
Idle Speed Adjustment 44
Headlight Beam 44
Wheel Alignment 44
Digital Meter 46
Fastener Check 48
Standard Torque Table 50
Test Ride Checklist 50

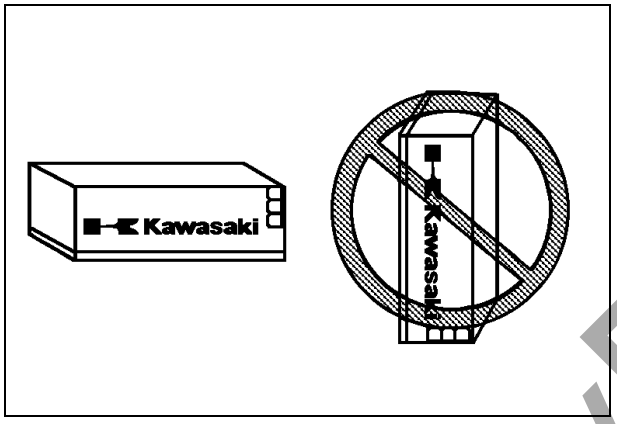
MilitaryAtvParts.com

Crate Handling

Crate Handling Precautions for RSC (Returnable Steel Crate) (US Model only)

Crate Position:

Always place the crate upright on its base. The crate has been designed to carry the weight of the vehicle only in that position. The sides and top of the crate are not strong enough to act as the base of the crate. If the crate is tilted very far or set on its end or side, loose parts may be dislodged and fall inside the crate.



Loading and Unloading Trucks for RSC:

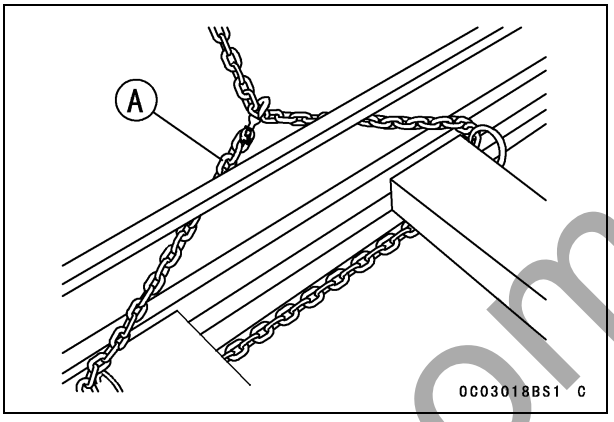
To load or unload crates, use a fork lift. Never attempt to unload crates by hand. NEVER DROP crates off a truck.

Be sure to use the proper handling equipment for safe unloading, storing and stacking of crated Teryx utility vehicles. The weight of a large Teryx utility vehicle plus the RSC exceeds 860 kg (1,900 lbs.), therefore, two stacked crates will weigh approximately 1,660 kg (3,660 lbs.).

Use forklifts with at least 5,000 lb. lifting capacity and 60-inch tapered fork blades not greater than 1-1/2 inches thick. Forklifts should also be equipped with all safety items, such as operator cages and fork back rests.

Pulling Crate from Trucks for RSC:

If pulling is necessary to unload from trailer, please put rope or chain on fork pocket area at end.



A. Pull chain around fork pocket area.

Stacking Returnable Steel Crates:

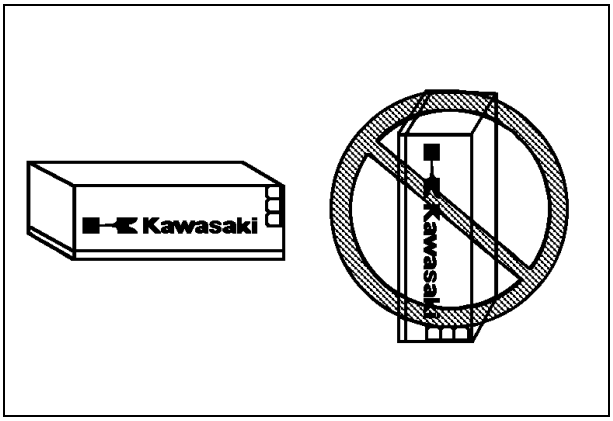
The number of crates that may be stacked on top of one another depends on the condition of the crates and your forklift's capacity. Teryx utility vehicle RSCs are designed for integrated stacking. Do not stack any other type of crate or any other materials atop a Teryx RSC.

In any case, do not stack returnable steel crates more than two high for trucking, and three high for storage.

Crate Handling Precautions (Other than US Model)

Crate Position:

Always place the crate upright on its base. The crate has been designed to carry the weight of the vehicle only in that position. The sides and top of the crate are not strong enough to act as the base of the crate. If the crate is tilted very far or set on its end or side, loose parts may be dislodged and fall inside the crate.



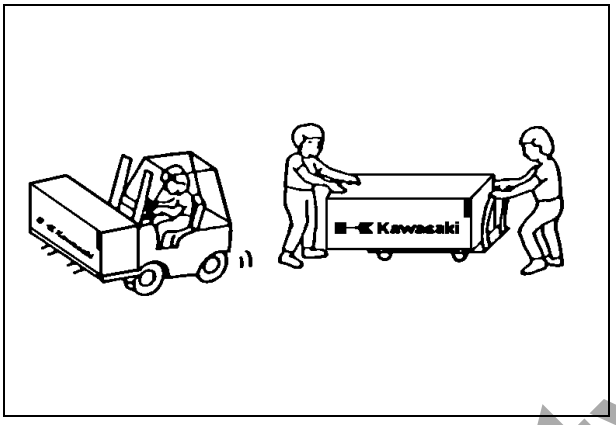
MilitaryAtvParts.com

Moving Crated Vehicle:

⚠ WARNING

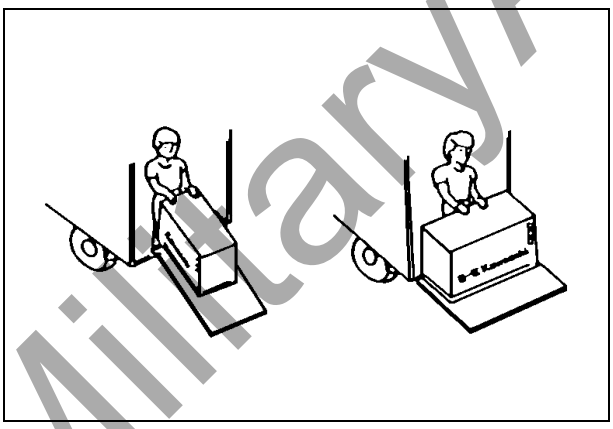
Crate bands are only designed to hold the cardboard cover in place. If used as handles they can snap, causing you or the crate to fall resulting in injury. Do not move or lift the crate using the crate bands.

Whenever moving the crate from one place to another, use a fork lift or flat bed hand truck. Vehicle crates are too big and heavy to be moved by hand. While moving a crate, never stand it on end or tip it over on its side. DO NOT DROP crated vehicles.



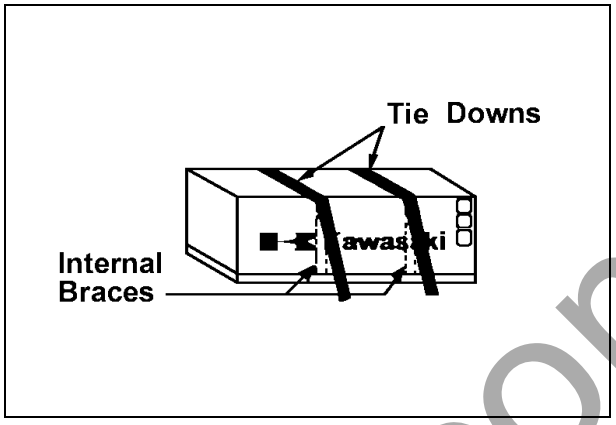
Loading and Unloading Trucks:

To load or unload crates, use a fork lift, a lift -type tail gate, or a ramp. Never unload crates by hand. NEVER DROP crates off a truck.



Tying Down Crates:

Always tie down crates when transporting them. Put the tie downs across the crate at the crate's internal vertical braces. Do not use any hooks on the crate.



Stacking Disposable Wooden Crates:

The number of crates that may be stacked on top of one another depends on the condition of the crates more than any other single factor. Also, take into consideration the weight of the upper crate(s), the sizes of all the crates in a stack, and the strength of the bottom crate(s) base on the type of crate construction (steel, wood, bracing, etc.).

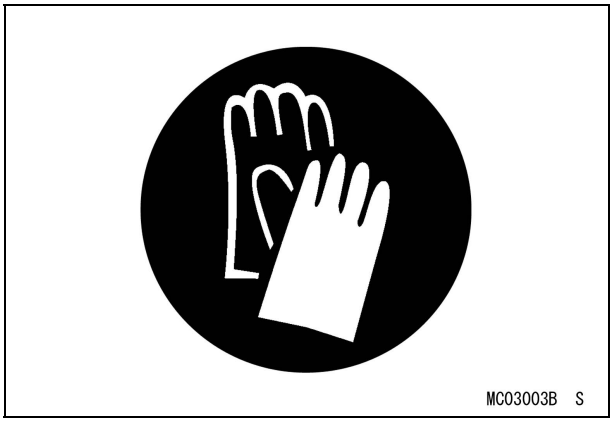
In any case, do not stack crates more than two high for trucking, and three high for storage.

Uncrating

Opening Crate (US Model only)

⚠ WARNING

Crates have sharp edges and may have nails or screws that can cause cuts and injury. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



⚠ WARNING

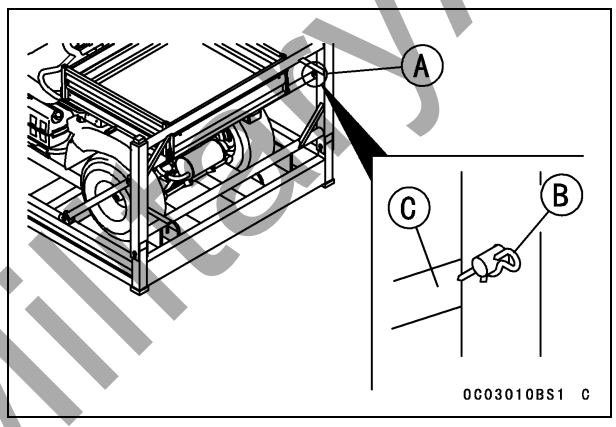
The steel crate panel plates and fasteners have sharp edges. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.

MilitaryAtvParts.com

- Clear a space about 6 m (20 ft.) square to give yourself plenty of space to work.
- Place the crate upright on its base.
- Remove the outer cover and inspect the unit for concealed damage. If concealed damage is evident, document the damage as outlined in the Kawasaki Warranty Policies and Procedures Manual before proceeding to uncrate the unit.
- Remove the cardboard cover.

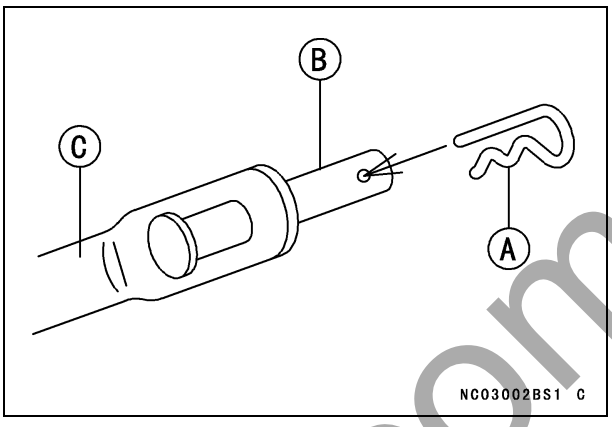
To work efficiently, start work at the rear of the crate.

- Remove the hairpin clips (2), then push out the clevis pins (2) to disconnect the rear diagonal braces (2) from the rear upright.
- Repeat these steps for the front upright.
- Allow the diagonal braces to pivot out and down to the ground. They remain attached to the pallet.



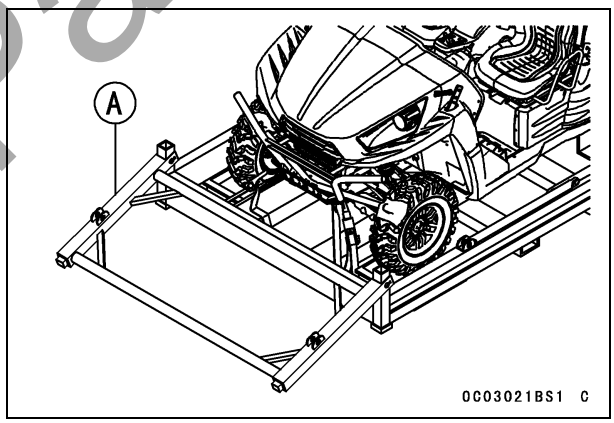
A. Rear Upright
B. Hairpin Clip
C. Diagonal Brace

- Install the hairpin clips (4) back into the braces for return to KMM.



A. Hairpin Clip
B. Clevis Pin
C. Diagonal Brace

- Lay down the front and rear uprights. To do so, lift up on the upright to disengage its sockets from the pallet.
- Now the upright may be pivoted down to the ground. (It remains attached to the pallet.) Be careful not to drop it on anyone.



A. Upright

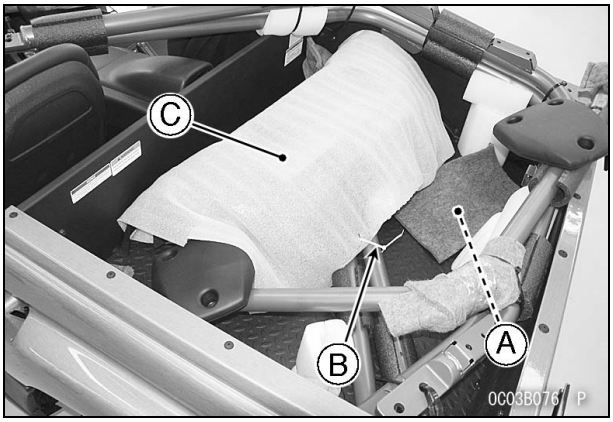
Removing the Right and Left Bar and Upper Bars and Upper Back Bar

Front Guard Cover and Parts Box Removal

- Cut the tie-band (1) that retains the front guard cover and the upper bars, and remove the front guard cover from the cargo bed.
- Remove the parts box from the cargo bed.

MilitaryAtvParts.com

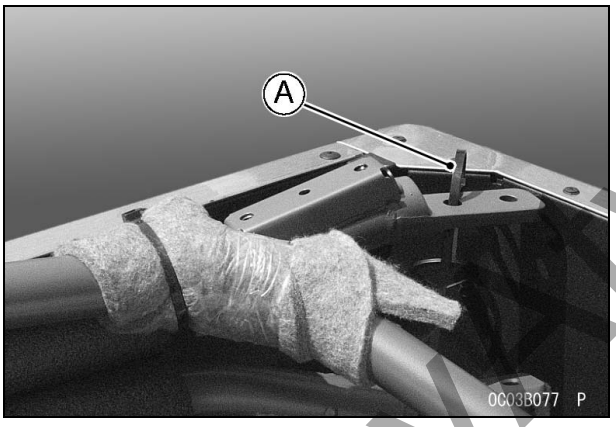
* * * MILITARY USE ONLY * * *



A. Parts Box
B. Tie-band
C. Front Guard Cover

Right and Left Bar and Upper Bars and Upper Back Bar Removal

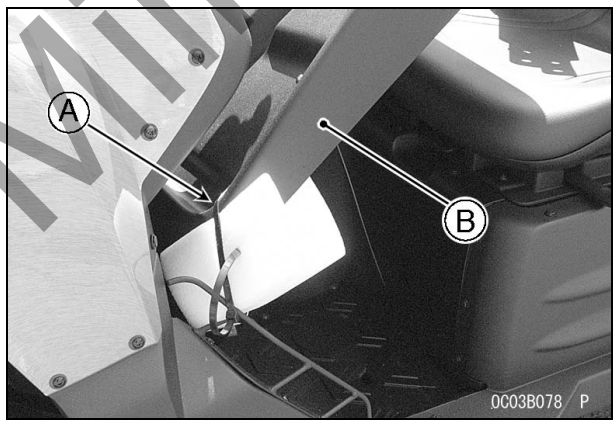
- Cut the tie-bands (3) that retain the right and left bars at cargo bed.
- Cut the tie-bands of all bars.



A. Tie-bands

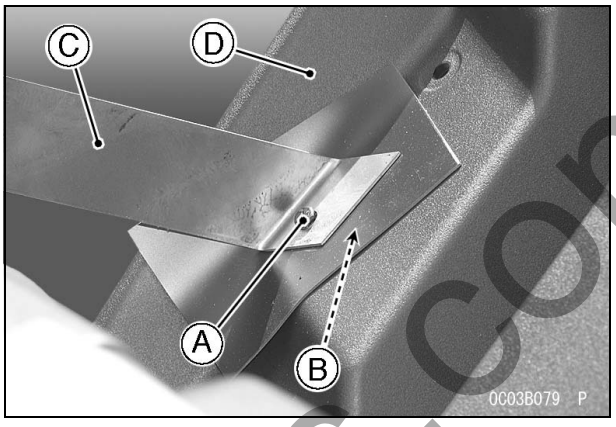
Windshield and Sun Top Cover (KRF750PAF/RAF Model only)

- Cut the tie-bands (2) that retain the sun top cover with the windshield, and remove the windshield from the sun top cover



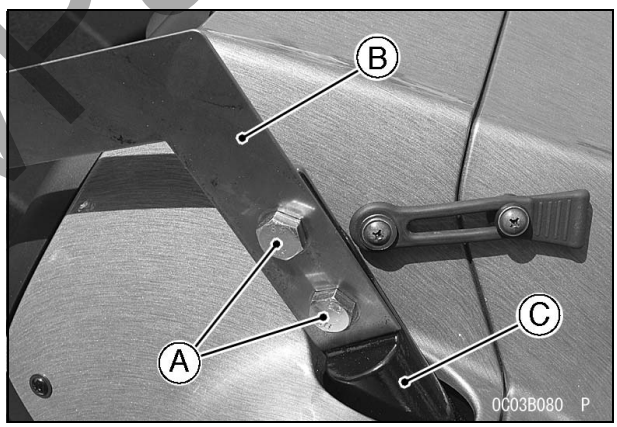
A. Tie-bands
B. Sun Top Cover

- Remove the bolts and nuts of right and left that retain the plate, and remove the sun top cover from the plate.
- Discard the bolts and nuts.



A. Bolt (Right)
B. Nut (Right)
C. Plate (Right)
D. Sun Top Cover

- Remove the bolts (4) and plates (2) from front bar, and discard them.

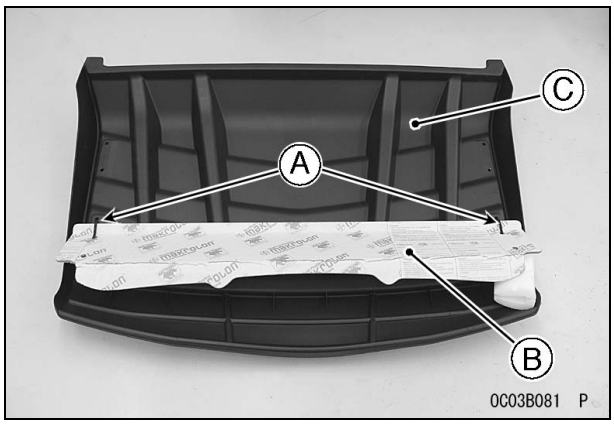


A. Bolts
B. Plates
C. Front Bar

- Cut the tie-bands (2), and remove the windshield from the sun top cover.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



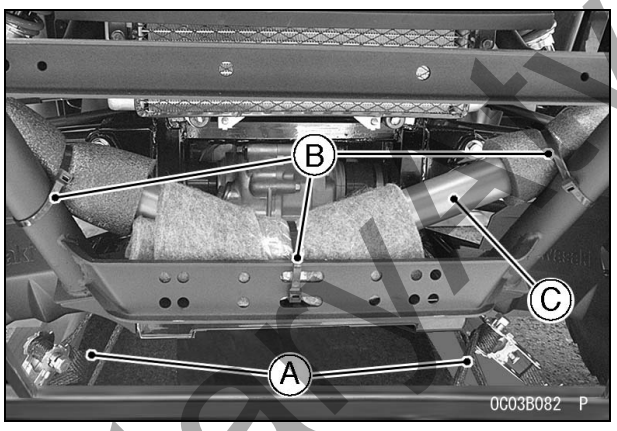
A. Tie-bands

B. Windshield

C. Sun Top Cover

Removing the Lower Back Bar and Front Tie-downs Removal

- Cut the tie-bands (3) that retain the lower back bar at the front guard, and remove the lower back bar from the front guard.
- Remove front tie-downs by opening fully and disengaging latch. Take care to undo these evenly as there is heavy tension in the tie -down.



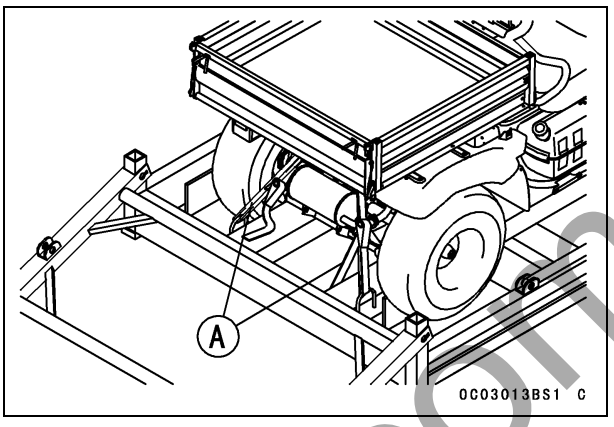
A. Tie-downs (Front)

B. Tie-bands

C. Lower Back Bar

Rear Tie-down Removal

- Remove rear tie-downs by opening fully and disengaging latch. Take care to undo these evenly as there is heavy tension in the tie -down.

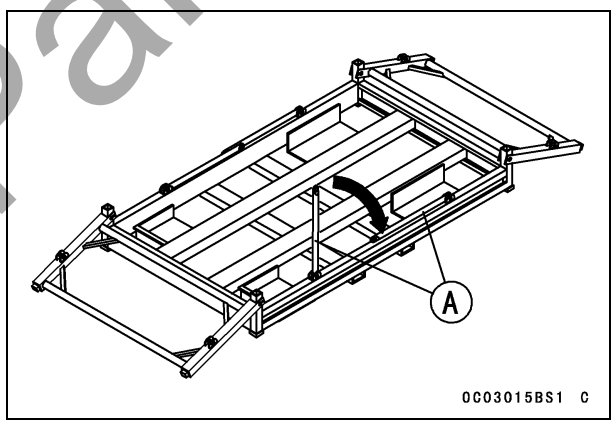


A. Tie-downs (Rear)

- Roll the vehicle off the crate base after installing the steering wheel (see “Steering Wheel” section on page16 in the assembly chapter).

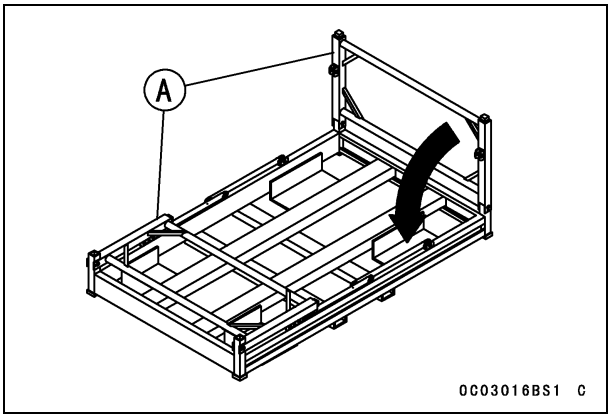
RETURN SHIPMENT

- Prepare the crate for return shipment.
- Fold braces in so they lay on the crate pallet.



A. Braces

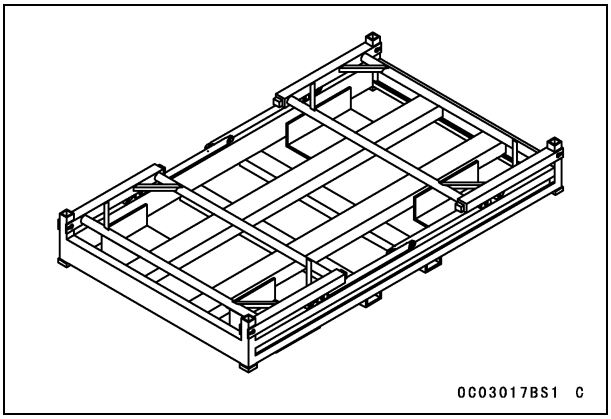
- Lift the rear upright to disengage its sockets. Pivot it down onto the crate pallet. Be careful not to drop on anyone.



A. Uprights

- Repeat these steps for the other upright.

MilitaryATVParts.com

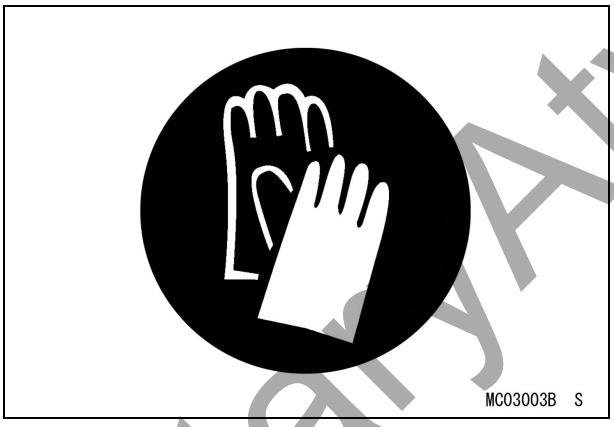


● These items are discarded:
- Outer Cover, Tie-downs (Qty. 4)

Opening Crate (Other than US Model)

⚠ WARNING

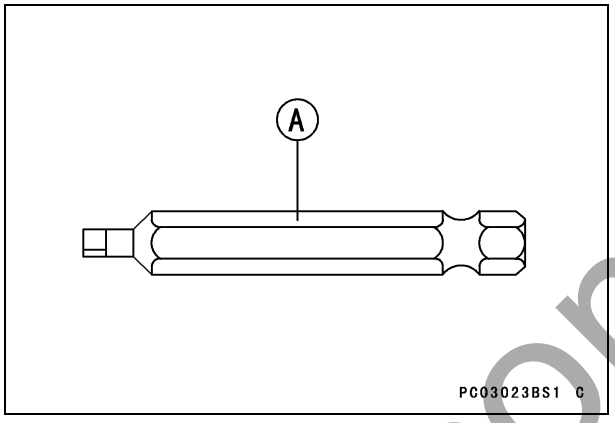
Crates have sharp edges and may have nails or screws that can cause cuts and injury. Always wear protective gloves, boots and eye protection when uncrating to prevent injury.



● Clear a space about 6 m (20 ft.) square to give yourself plenty of space to work.
● Place the crate upright on its base.
● Remove the outer cover and inspect the unit for concealed damage. If concealed damage is evident, document the damage as outlined in the Kawasaki Warranty Policies and Procedures Manual before proceeding to uncrate the unit.
● Remove the cardboard cover.

Removing Panels

● Using a BPS3 square drive bit (ex. IMPORT APEX Square Recess “Power Bits-1/4 Hex-size #3” or MAGNA “Insert Bits-size #3” with quick change holder), remove the screws from the sides and ends into the top.



A. “Power Bit (APEX)”

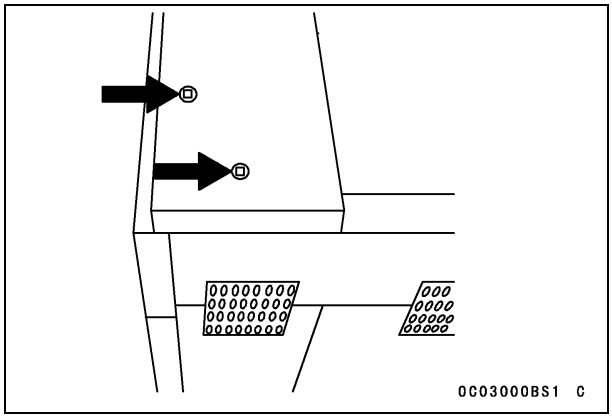
⚠ WARNING

Staples, nails and other fasteners have sharp points that can cause injury. Remove or bend into the wood all staples, nails or other fasteners in the crate base.

● Take out all the bolts, nuts, screws, and fasteners and remove the top and side panels of the wood crate.

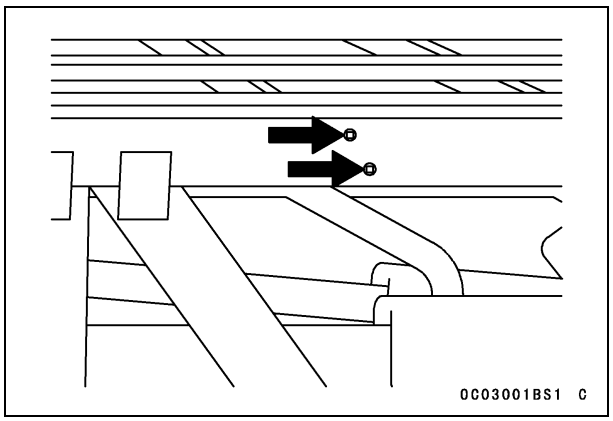
Top Panel Removal

● Remove the screws from the top crate.
● There are two screws in every corner.



● Remove two screws in every cross member.

MilitaryAtvParts.com



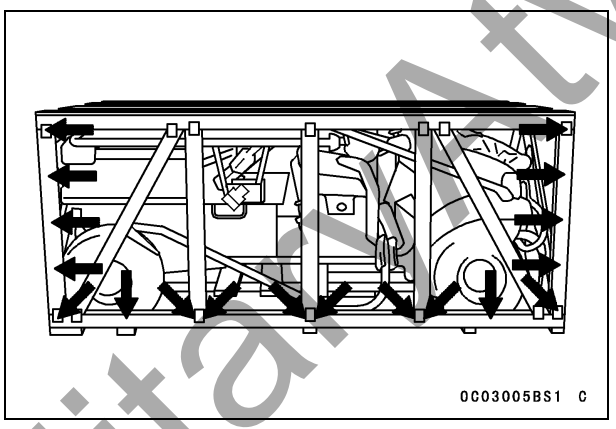
- Top panel can be lifted from the unit. Have a second person help to remove this piece as it can be awkward to handle. Discard this assembly. Take care when letting the screen and center bar assembly down from the top, it is heavy and may fall.

Side Panel Removal

- Remove the (18) screws shown below. The panel should come loose without excess force; check for any missed screws if the panel will not come off easily.

NOTE

○ *Trying to break the panels off can result in damage to the unit.*



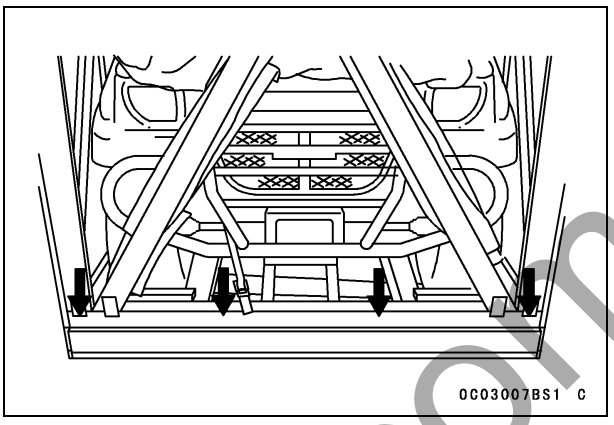
- Repeat procedure for the other side of the unit. Discard these panels.

End Panel Removal

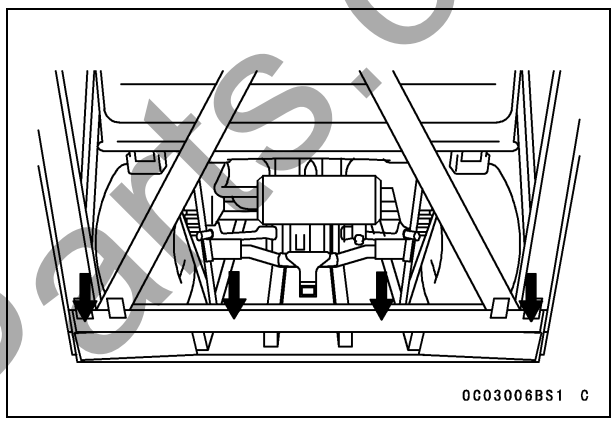
- Remove the (4) screws shown below. The panel should come loose without excess force, check for any missed screws if panel will not come off easily.

NOTE

○ *Trying to break the panels off can result in damage to the unit.*



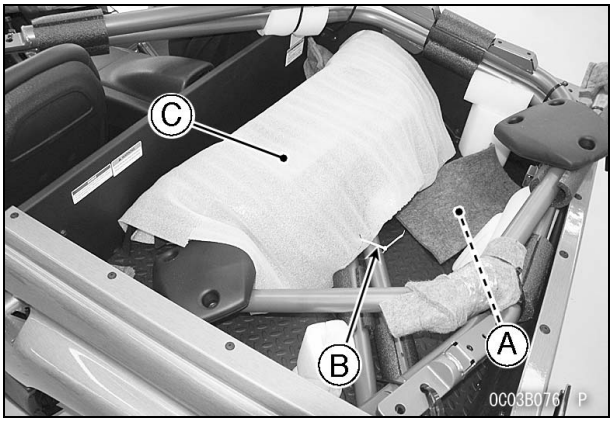
- Repeat as above for the rear panel. Discard these panels.



Removing the Right and Left Bar and Upper Bars and Upper Back Bar

Front Guard Cover and Parts Box Removal

- Cut the tie-band (1) that retains the front guard cover and the upper bars, and remove the front guard cover from the cargo bed.
- Remove the parts box from the cargo bed.



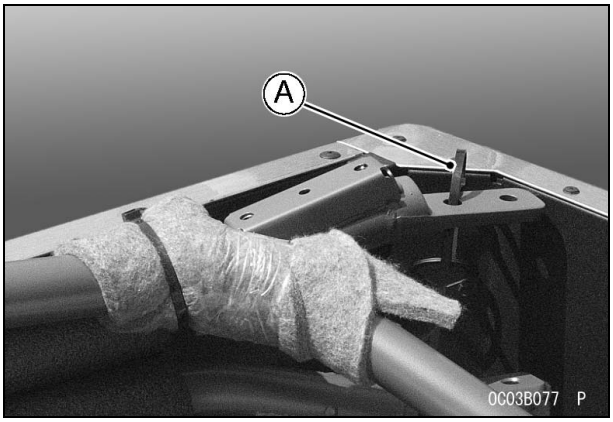
A. Parts Box
B. Tie-band
C. Front Guard Cover

Right and Left Bar and Upper Bars and Upper Back Bar Removal

- Cut the tie-bands (3) that retain the right and left bars at cargo bed.
- Cut the tie-bands of all bars.

MilitaryAtvParts.com

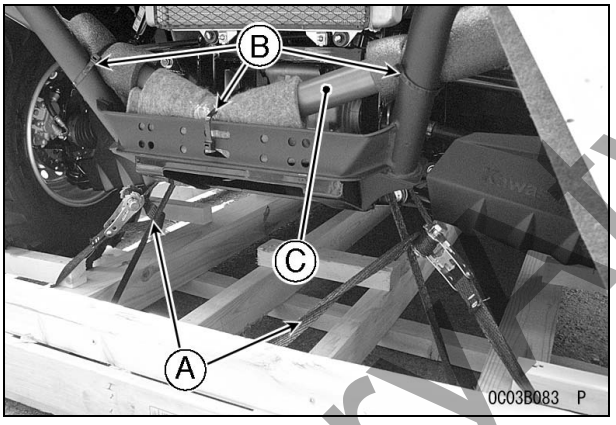
* * * MILITARY USE ONLY * * *



A. Tie-bands

Removing the Lower Back Bar and Front Tie-downs Removal

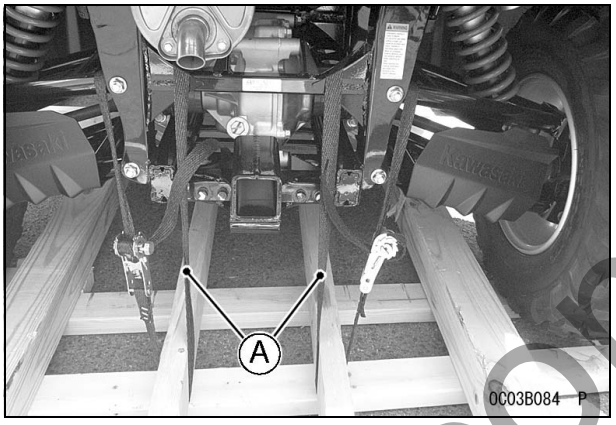
- Cut the tie-bands (3) that retain the lower back bar at the front guard, and remove the lower back bar from the front guard.
- Remove front tie-downs by opening fully and disengaging latch. Take care to undo these evenly as there is heavy tension in the tie -down.



A. Tie-downs (Front)
B. Tie-bands
C. Lower Back Bar

Rear Tie-down Removal

- Remove rear tie-downs by opening fully and disengaging latch. Take care to undo these evenly as there is heavy tension in the tie -down.

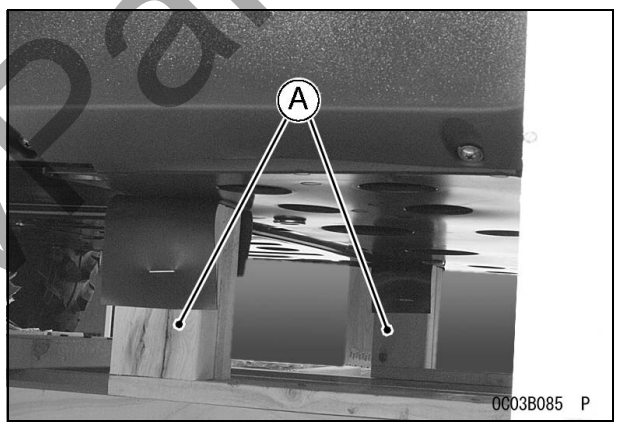


A. Tie-downs (Rear)

NOTE

○*It is important to remove the top panel as the unit will rise when the tie-downs are undone. Failure to do so will result in damage to the unit.*

- Remove the crate base blocks.



A. Crate Base Blocks

- Roll the vehicle off the crate base after installing the steering wheel (see “Steering Wheel” section on page16 in the assembly chapter).

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Dummy Page

MilitaryAtvParts.com

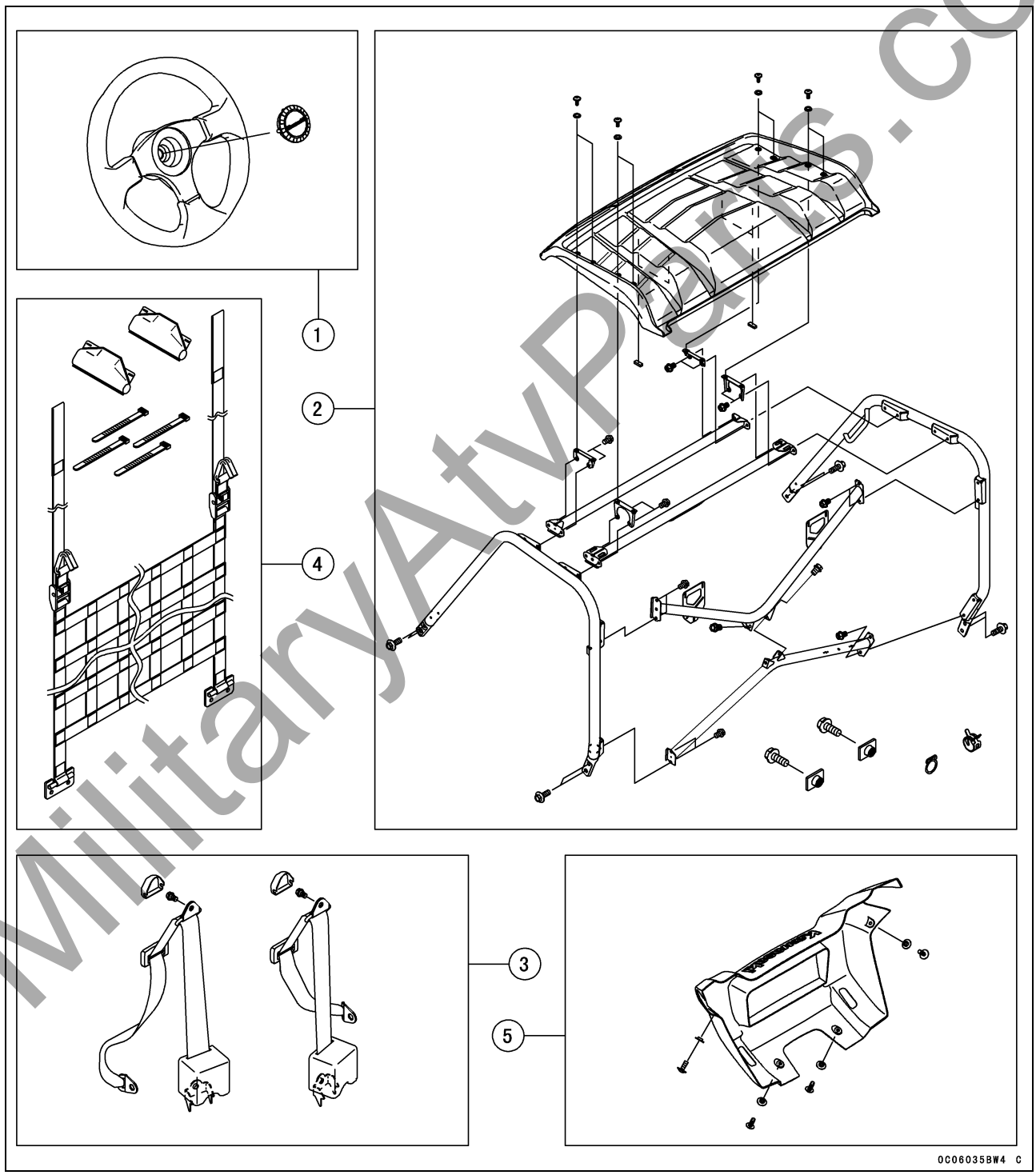
* * * MILITARY USE ONLY * * *

Parts Check

NOTE

○ *There may be minor differences in appearance between these illustrations and the actual vehicle parts.*

● Remove the parts and check the crate base and packaged materials carefully for lost parts. Order any parts that are missing from the crate. Part numbers are provided in the following charts. Check the parts against the illustrations. In the following charts under Remarks, D = diameter in millimeters, and L = length in millimeters. In the following charts under Qty, ( ) = component of assembly parts.



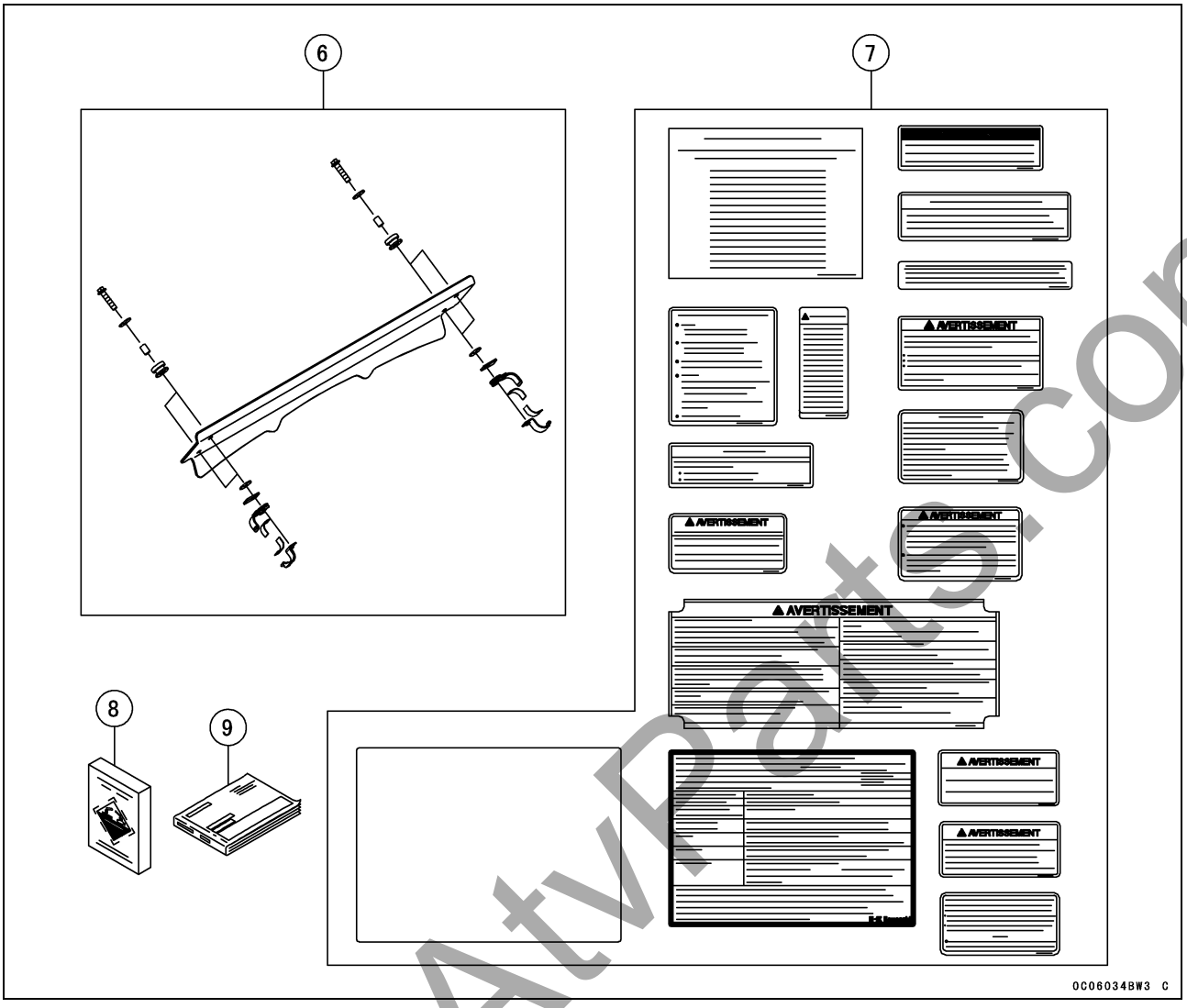
MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

No.	Part Name	Qty	Remarks	Part Number
1	Steering Wheel	1		46003-0114
	Steering Wheel Cap	1		11065-0171
2	Right Bar	1		55047-0022
	Left Bar	1		55047-0021
	Flanged Bolt, Right and Left Bar	8	D = 14, L = 36	92153-1282
	Upper Back Bar	1		39043-0005
	Lower Back Bar	1		39043-0008
	Flanged Bolt, Upper and Lower Back Bar	10	D = 10, L = 14	130CB1014
	Front Upper Bar	1		39043-0001
	Rear Upper Bar	1		39043-0007
	Flanged Bolt, Front and Rear Upper Bar	8	D = 10, L = 14	130CB1014
	Clamp, Breather Hose (Fuel Tank)	1		92037-1181
	Clamp, Breather Hose (Rear Final Gear Case)	1		92037-1104
	Flanged Bolt, Battery Terminal (U.S. Model)	2	D = 6, L = 16	130BA0616
	Plate Nut, Battery Terminal (U.S. Model)	2	D = 6	92210-1352
	KRF750PAF/RAF Models			
	Sun Top Cover	1		14091-1770
	Pad, Sun Top Cover	4		39156-0479
	Screw, Sun Top Cover	8	D = 6, L = 16	92009-1621
	Collar, Sun Top Cover	8	D = 16, L = 6.3	92143-1087
	Bracket, Sun Top Cover	2		11055-0156
	Bracket, Sun Top Cover	2		11055–0255
3	Seat Belt with	2		53061-0007
	Cover, Seat Belt Upper Bracket	(2)		11065-0287
	Flanged Bolt, Seat Belt Case, Upper	2	D = 10, L = 16	92153-1740
4	Cargo Net	1		53064-0012
	Buckle Cover, Cargo Net	2		14090-1611
	Band, Cargo Net	4	L = 123	92072-030
5	Front Guard Cover			
	Other than KRF750RAF Model	1		55020-0520
	KRF750RAF Model Only	1		55020-0521
	Screw, Front Guard Cover	2	D = 6, L = 16	92009-1621
	Tapping Screw, Front Guard Cover	2	D = 6, L = 16	92009-1166
	Collar, Front Guard Cover (Upper and Lower)	4	D = 16, L = 4	92143-1087

MilitaryAtvParts.com

14 UNCRATING



No.	Part Name	Qty	Remarks	Part Number
6	**KRF750PAF/RAF Models**			
	Windshield	1		39154-0047
	Trim, Windshield	1	L = 450	53044-0044
	Grommet, Windshield	4		92075-1787
	Damper, Windshield	4		92161-0725
	Collar, Windshield	4	D = 6.8 × 10 × 14.5	92027-156
	Front Bracket, Windshield	4		11055-0913
	Rear Bracket, Windshield	4		11055-0914
	Damper, Bracket, Windshield	8		92161-0644
	Flanged Bolt, Windshield	4	D = 6, L = 35	132BB0635
	Washer, Windshield	8	D = 6.5 × 22, L = 1.6	92200-1087

MilitaryAtvParts.com

No.	Part Name	Qty	Remarks	Part Number
7	French Labels and Instruction for Canadian Model only			
	Instruction, Label			
	KRF750NAF Model only	1		56030-0364
	KRF750PAF Model only	1		56030-0365
	KRF750RAF Model only	1		56030-0366
	KRF750SAF Model only	1		56030-0367
	Label, Cargo Bed	1		56071-0147
	Label, Drive Belt Information	1		56033-0305
	Label, Parking Brake	1		56030-0330
	Label, Specification	1		56053-7519
	Label, Tire/Max.Load			56053-0418
	Label, Shifting	1		56071-0129
	Label, Protective Cover	1		56070-1271
	Label, Warning, General	1		56071-0053
	Label, Warning, Trailer Towing	1		56071-0100
	Label, Warning, Cargo	1		56071-0112
	Label, Warning, Cargo Bed	1		56071-0114
	Label, Warning, Cargo Bed	1		56071-7504
	Label, Warning, Refueling	1		56071-7505
	Label, Vehicle Emission Control Information			
	KRF750NAF Model only	1		59464-1705
	KRF750PAF Model only	1		59464-1706
	KRF750RAF Model only	1		59464-1707
	KRF750SAF Model only	1		59464-1708
	Label, Air Cleaner Information	1		56033-0348
	Cover, Label, Emission Control	1		14092-0127
8	Battery Electrolyte, KMX14-BS (non-U.S. Model)	1	12 V 12 Ah	26022-1040
9	Owner’s Manual	1		–

MilitaryAtvParts.com

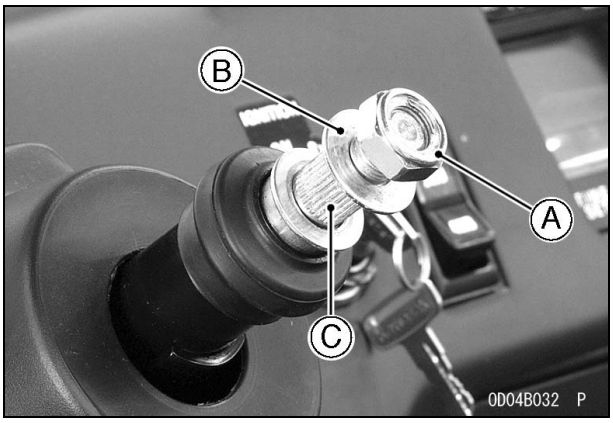
* * * MILITARY USE ONLY * * *

Assembly

Steering Wheel

Steering Wheel Installation

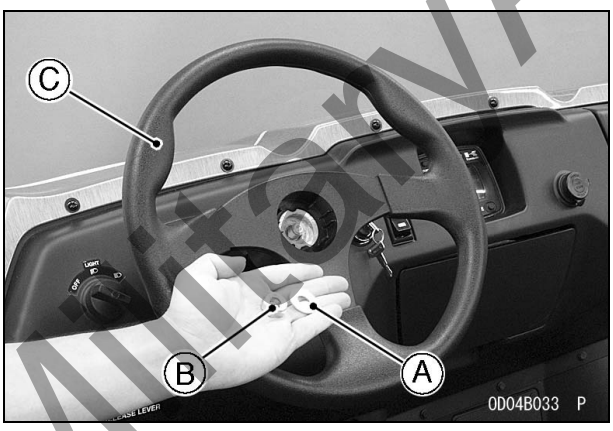
- Remove the steering wheel nut (D = 12) and the washer (D = 12.1 × 25, L = 1.6) from the steering shaft.



A. Steering Wheel nut
B. Steering Wheel Washer
C. Steering Shaft

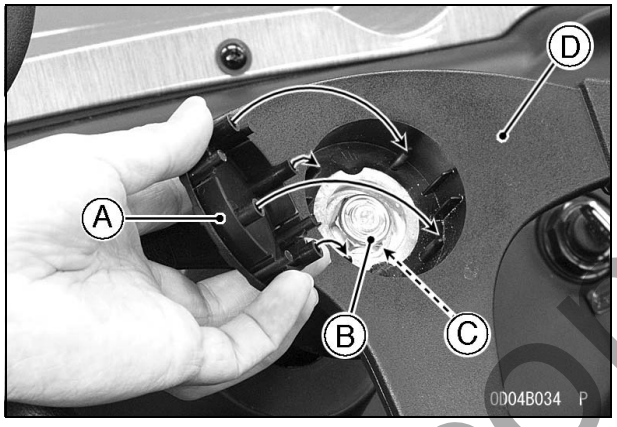
- Set the front wheels straight ahead.
- Mount the steering wheel on the steering shaft as shown below and reinstall the steering wheel nut (D = 12) and washer (D = 12.1 × 25, L = 1.6) .
- Tighten the nut to the specified torque.

Torque : 54 N·m (5.5 kgf·m, 40 ft·lb)



A. Washer (D = 12.1 × 25, L = 1.6)
B. Nut (D = 12)
C. Steering Wheel

- To install the steering wheel cap, insert the projections of steering wheel into the holders.



A. Steering Wheel Cap
B. Nut (D = 12)
C. Washer (D = 12.1 × 25, L = 1.6)
D. Steering Wheel

NOTICE

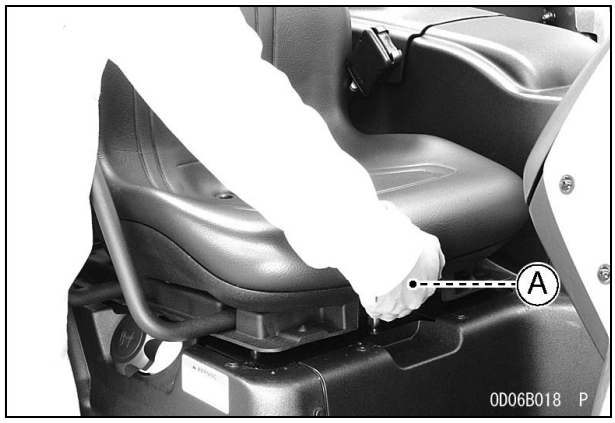
Be careful not to puncture a tire with sharp fasteners when rolling off the vehicle from the crate base.

- Remove any nails from the crate base that might not puncture a tire.
- Roll the vehicle off the crate base.

Right and Left Bar

Seat Removal

- Remove the seat by pulling up the seat latch lever located at the front of the seat, and then pull the seat up and to the front.



A. Seat Latch Lever

NOTE

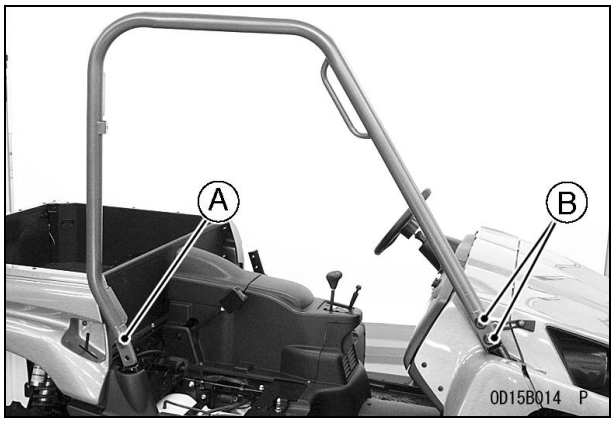
○ *It is recommended that the seat should be installed after completing the steps in the "Charged Battery Service" or "Uncharged Battery Service" and "Engine Oil" sections in the PREPARATION chapter.*

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Right and Left Bar Installation

● With the help of a second person, install one side bar onto the frame and tighten the front mounting bolts (D = 14, L = 36) (4) and only the upper part of the rear mounting bolt (D = 14, L = 36) (2). Install another side bar the same way.



A. Rear Mounting Bolt (upper part) (D = 14, L = 36)

B. Front Mounting Bolts (D = 14, L = 36)

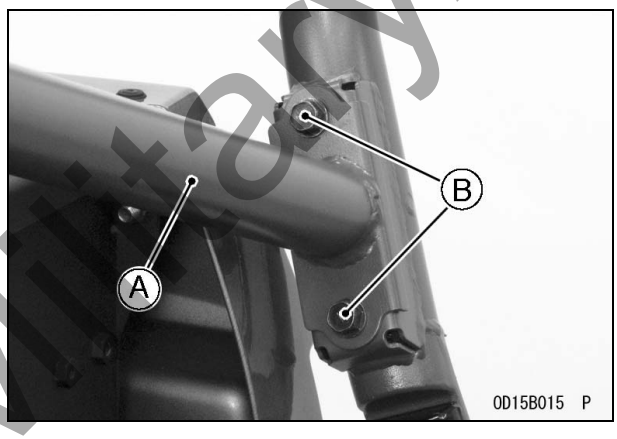
NOTE

○*The lower part of the rear mounting bolt is tightened with belt bracket later.*

Upper and Lower Back Bar

Upper and Lower Back Bar Installation

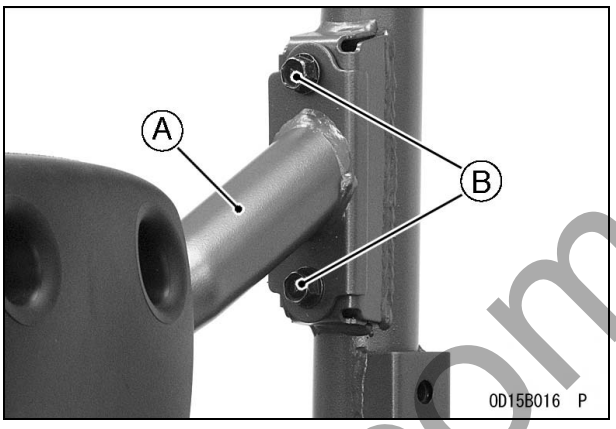
● Install the lower back bar and tighten the mounting bolts (D = 10, L = 14) (4).



A. Lower Back Bar

B. Bolts (D = 10, L = 14)

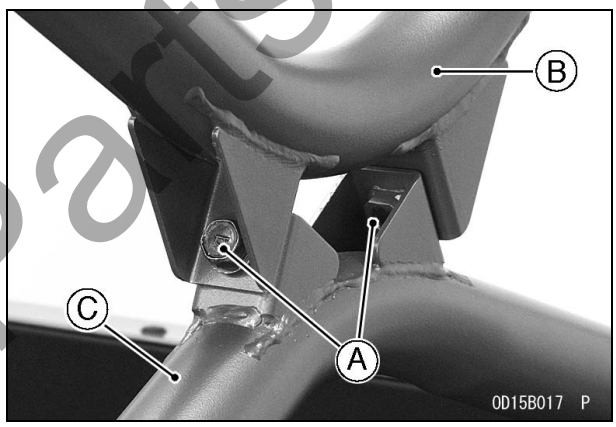
● Install the upper back bar and tighten the mounting bolts (D = 10, L = 14) (4).



A. Upper Back Bar

B. Bolts (D = 10, L = 14)

● Connect the upper and lower back bar and tighten the joint bolts (D = 10, L = 14) (2).



A. Bolts (D = 10, L = 14)

B. Upper Back Bar

C. Lower Back Bar

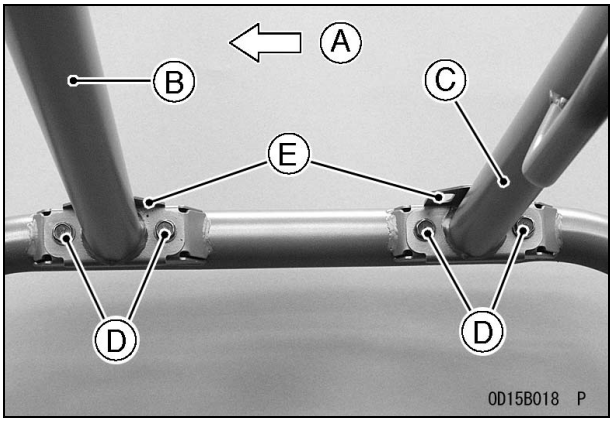
Front and Rear Upper Bar

Front and Rear Upper Bar Installation (KRF750NAF/SAF/TAF Models)

● Install the front and rear upper bars between the right and left bars with the mounting bolts (D = 10, L = 14) (8) so that the bracket parts of the upper bars face upward.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Forward
B. Front Upper Bar
C. Rear Upper Bar
D. Bolts (D = 10, L = 14)
E. Brackets

- Tighten the right and left bar, upper and lower back bar, front and rear upper bar mounting bolts to the specified torque.

Right and Left Bar Mounting Bolt Torque:
98 N·m (10 kgf·m, 72 ft·lb)

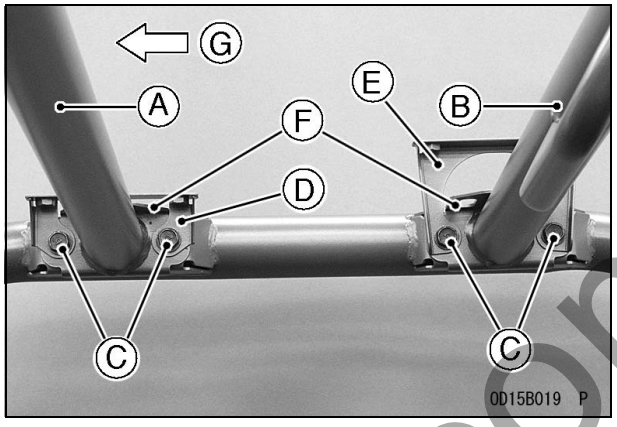
Upper and Lower Back Bar Mounting Bolt Torque:
47 N·m (4.8 kgf·m, 35 ft·lb)

Upper and Lower Back Bar Joint Bolt Torque:
47 N·m (4.8 kgf·m, 35 ft·lb)

Front and Rear Upper Bar Mounting Bolt Torque:
47 N·m (4.8 kgf·m, 35 ft·lb)

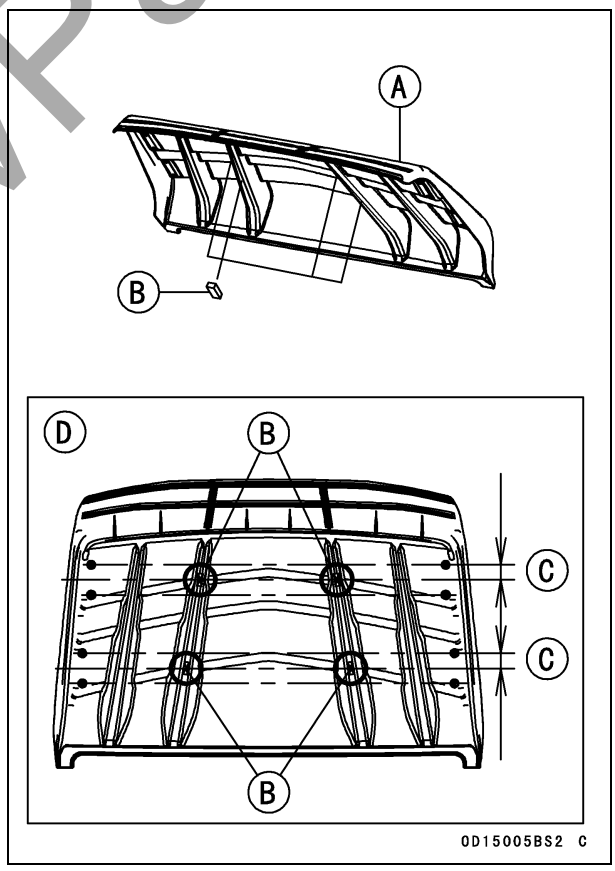
Front and Rear Upper Bar and Sun Top Cover Installation (KRF750PAF/RAF Models)

- Install the front upper bar between the right and left bars so that the bracket parts of the upper bars face upward and tighten the bolt (D = 10, L = 14) with the brackets (11055–0156 and 11055–0255) as shown in the figure.



A. Front Upper Bar
B. Rear Upper Bar
C. Bolts (D = 10, L = 14)
D. Bracket (11055-0156)
E. Bracket (11055-0255)
F. Brackets
G. Forward

- When installing the pads, install them on the rib of the sun top cover as shown in the figure.

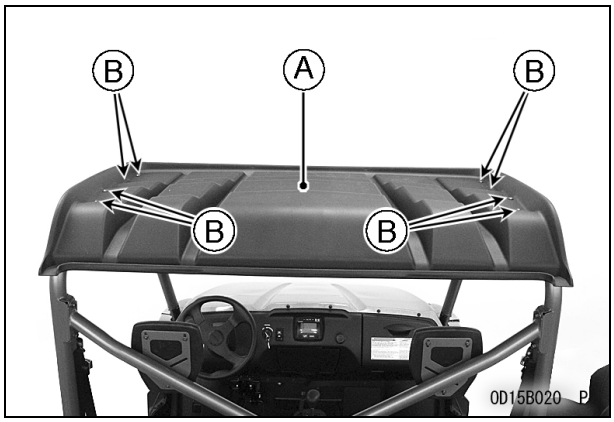


A. Sun Top Cover
B. Pads
C. 49 mm (1.93 in.)
D. Installing side for the pads

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

● Install the sun top cover on the brackets with the screws (D = 6, L = 16) (8) and collars (D = 16, L = 6.3) (8) and tighten them.



A. Sun Top Cover

B. Screws (D = 6, L = 16) and Collars (D = 16, L = 6.3)

● Tighten the right and left bar, upper and lower back bar, front and rear upper bar mounting bolts to the specified torque.

Right and Left Bar Mounting Bolt Torque:

98 N·m (10 kgf·m, 72 ft·lb)

Upper and Lower Back Bar Mounting Bolt Torque:

47 N·m (4.8 kgf·m, 35 ft·lb)

Upper and Lower Back Bar Joint Bolt Torque:

47 N·m (4.8 kgf·m, 35 ft·lb)

Front and Rear Upper Bar Mounting Bolt Torque:

47 N·m (4.8 kgf·m, 35 ft·lb)

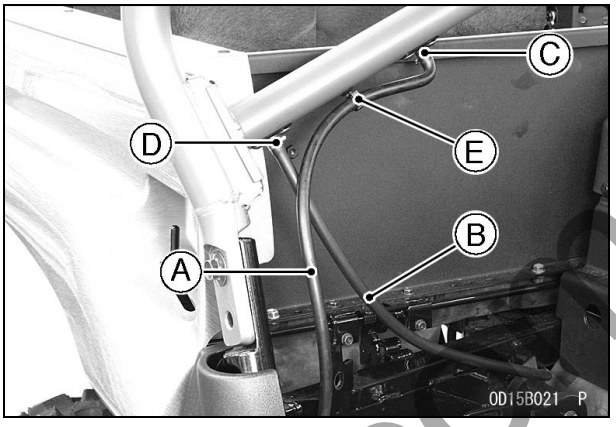
Breather Hose Installation

● Install the breather hose (Rear Final Gear Case) to outside (lower) fitting and install the clamp.

● Install the breather hose (Fuel Tank) to inside (upper) fitting and install the clamp.

NOTE

○*Install the two breather hoses to line up as shown in figure.*



A. Breather Hose (Fuel Tank)

B. Breather Hose (Rear Final Gear Case)

C. Clamp (92037-1181)

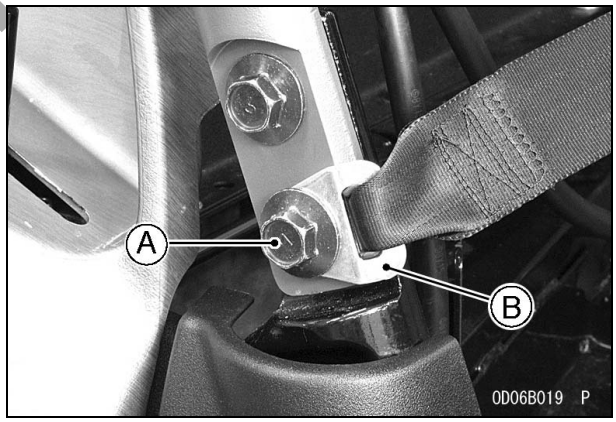
D. Clamp (92037-1104)

E. Band

Seat Belt

Seat Belt Installation

● Install the seat belt bracket to the lower bolt hole and tighten the right and left bar mounting bolts (D = 14, L = 36) together.



A. Bolts (D = 14, L = 36)

B. Seat Belt Bracket

● Tighten the right and left bar mounting bolts to the specified torque.

Right and Left Bar Mounting Bolt Torque:

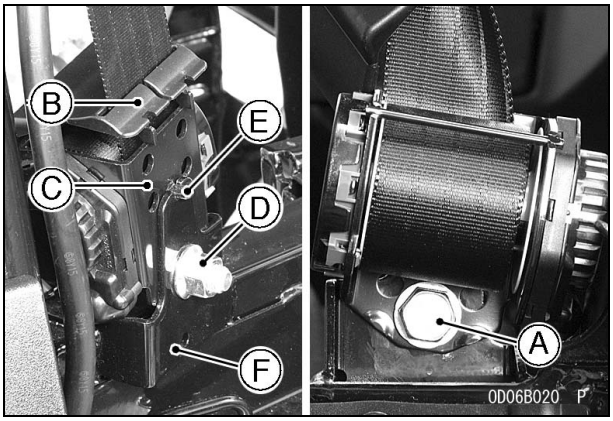
98 N·m (10 kgf·m, 72 ft·lb)

● Remove the seat belt case mounting bolts (D = 12, L = 25) (2) and nuts (D = 12) (2) from the frame.

● Remove the seat belt case cover from the seat belt case.

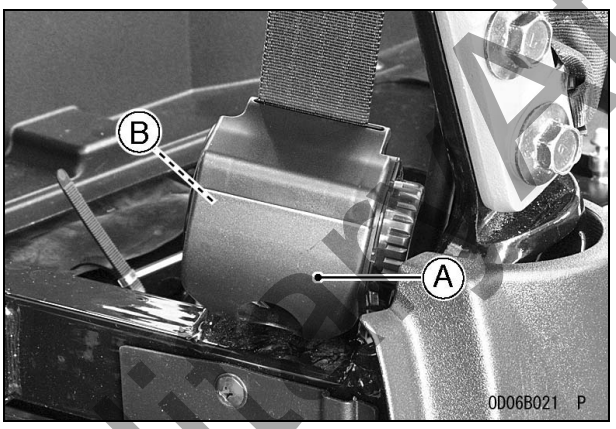
MilitaryAtvParts.com

- Fit the projection on the recess of the frame and install the seat belt case as shown in the figure.
- Reinstall the seat belt case mounting bolts (D = 12, L = 25) (2) and nuts (D = 12) (2) and tighten them together.



A. Bolt (D = 12, L = 25)
B. Seat Belt Case Cover
C. Seat Belt Case
D. Nut (D = 12)
E. Projection
F. Frame

- Reinstall the seat belt case cover over the seat belt case.

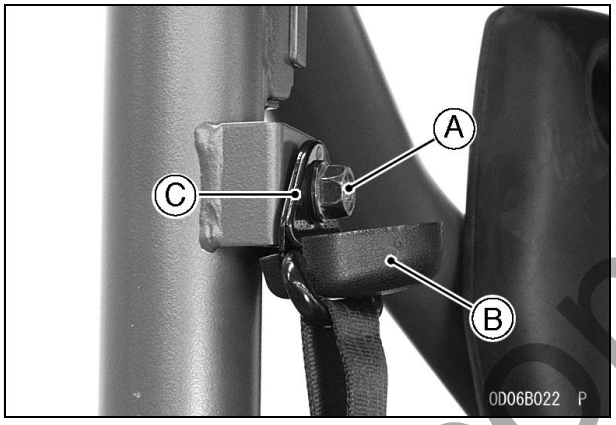


A. Seat Belt Case Cover
B. Seat Belt Case

- Tighten the seat belt case mounting nut to the specified torque.

Seat Belt Case Mounting Nut Torque:
47 N·m (4.8 kgf·m, 35 ft·lb)

- Install the cover to the seat belt bracket.
- Install the seat belt bracket and tighten the bolts (D = 10, L = 16) (2) and close the cover.



A. Bolt (D = 10, L = 16)
B. Cover
C. Seat Belt Upper Bracket

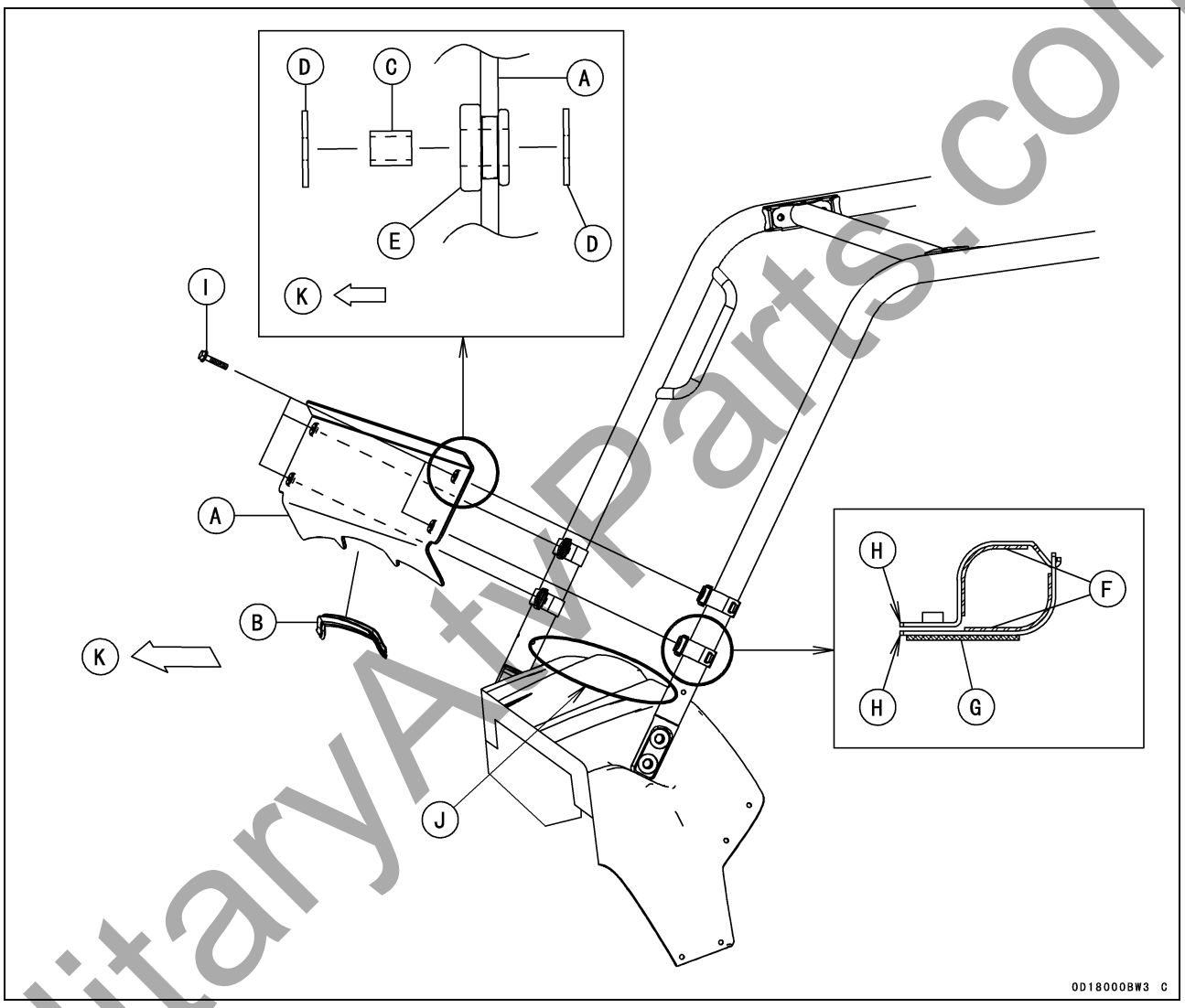
Seat Belt Mounting Bolt Torque:
42 N·m (4.3 kgf·m, 31 ft·lb)

MilitaryAtvParts.com

Windshield (KRF750PAF/RAF Models)

Windshield Installation

- Install the trim and grommet to the windshield, and install the damper to the front bracket and rear bracket.
- Install the brackets on the right and left bars and the windshield with flanged bolt (D = 6, L = 35) (4), Collar (D = 6.8 × 10 × 14.5) (4) and washers (D = 6.5 × 22, L = 1.6) (8) as shown in the figure and tighten them.



A. Windshield
B. Trim (L = 450)
C. Collar (D = 6.8 × 10 × 14.5)
D. Washers (D = 6.5 × 22, L = 1.6)
E. Grommet
F. Damper (92161-0644)
G. Damper (92161-0725)
H. Front Bracket and Rear Bracket
I. Flanged Bolts (D = 6, L = 35)
J. No gap
K. Front

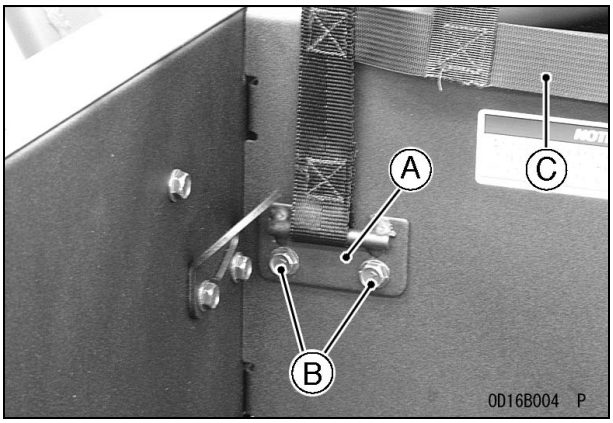
MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Cargo Net

Cargo Net Installation

- Remove the bolts to install the cargo net bracket and tighten the bolts again.



A. Cargo Net Bracket
B. Bolts
C. Cargo Net

- Install the hook latches and set up cargo net vertically.

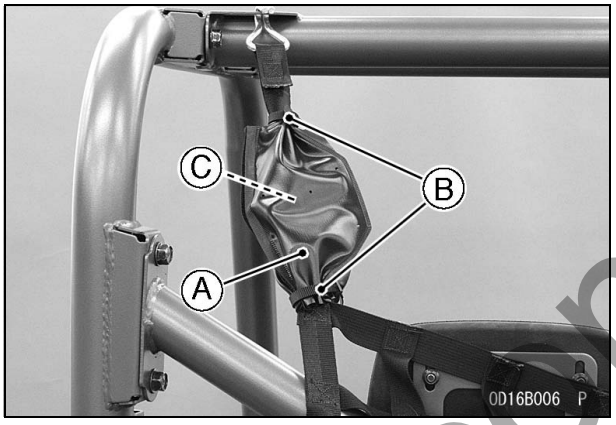
A. Cargo Net
B. Hook Latches

Cargo Net Buckle Cover Installation

- Install the cargo net buckle cover as shown in figure.
- Install the band to both ends of the cargo net buckle covers and tighten them.

NOTE

○*Install the cover with the net tension adjusting buckle and store the loose net strap into the cargo net buckle cover.*

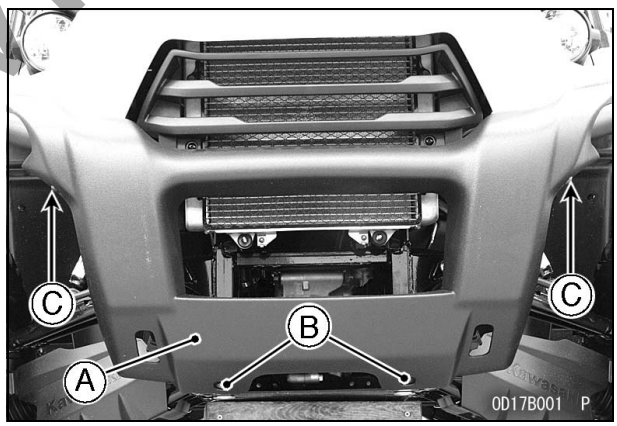


A. Cargo Net Buckle Cover
B. Bands
C. Net Tension Adjusting Buckle

Front Guard Cover

Front Guard Cover Installation

- Install the front guard cover onto the front guard.
- Tighten the tapping screws (D = 6, L = 16) (2) and collars (D = 16, L = 4) (2).
- Tighten the screws (D = 6, L = 16) (2) and collars (D = 6, L = 16) (2).



A. Front Guard Cover
B. Tapping Screw (D = 6, L = 16) and Collar (D = 16, L = 4)
C. Screw (D = 6, L = 16) and Collar (D = 16, L = 4)

French Labels

For Canadian Model:

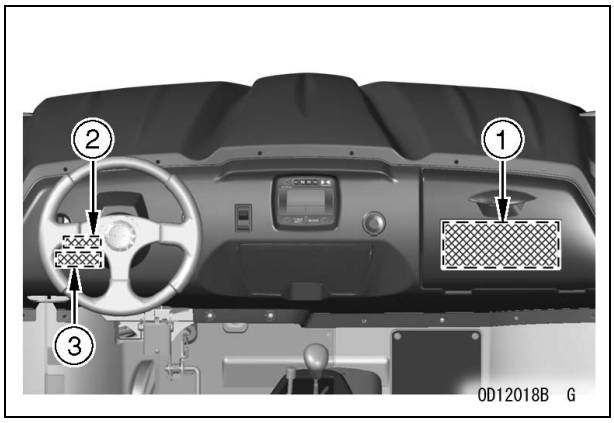
NOTE

○*Apply the French labels over the English labels on the unit when required.*

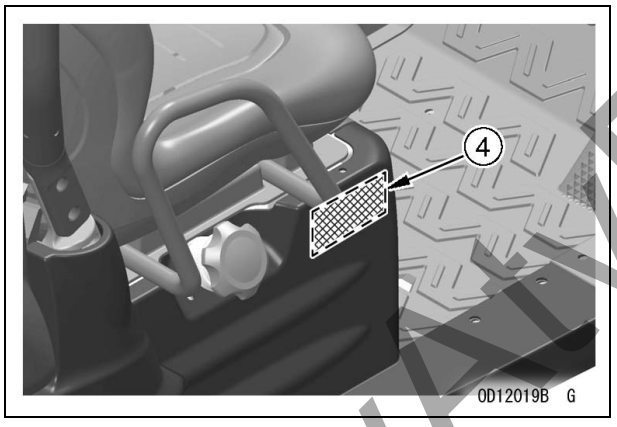
* * * MILITARY USE ONLY * * *

MilitaryATVParts.com

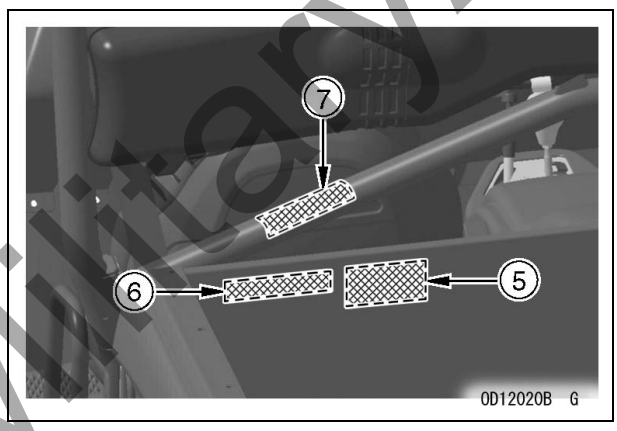
- Wipe off any oil or grease from the English labels. Refer to the following photographs in the label locations.
- Peel each French label off the backing sheet and apply it over the English label.



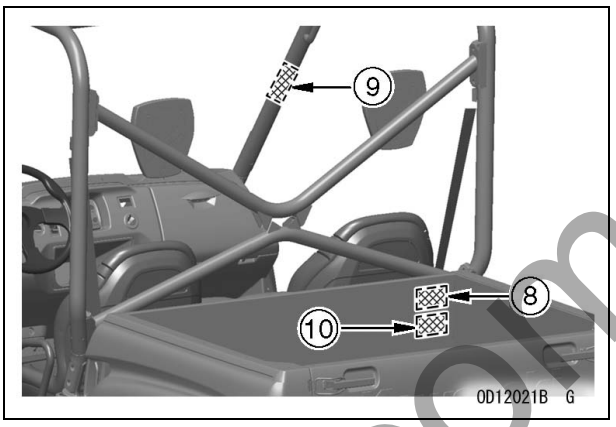
1. General Warning (56071-0053)
2. Shifting Caution (56071-0129)
3. Parking Brake (56030-0330)



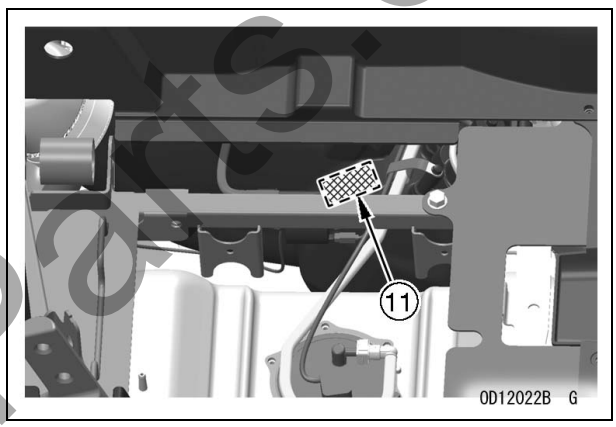
4. Refueling Warning (56071-7505)



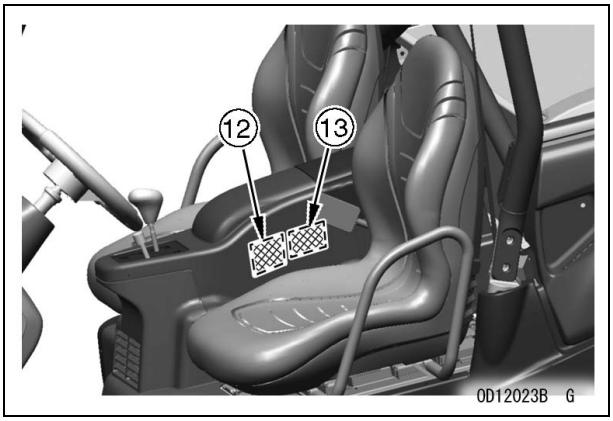
5. Cargo Bed Warning (56071-7504)
6. Cargo Bed Notice (56071-0147)
7. ROPS Specification (56053-7519)



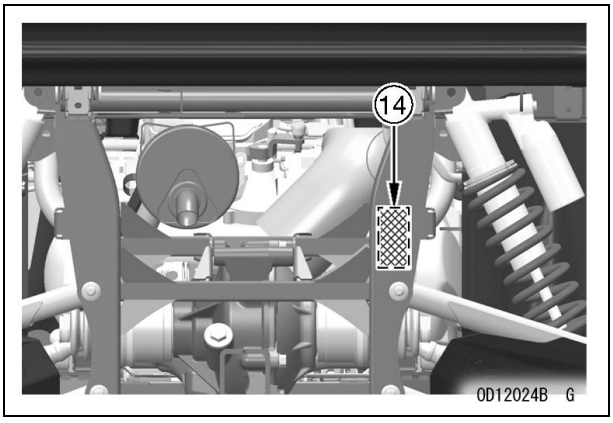
8. Cargo Warning (56071-0112)
9. Tire Information (56053-0418)
10. Cargo Bed Warning (56071-0114)



11. Protective Cover Warning (56070-1271)



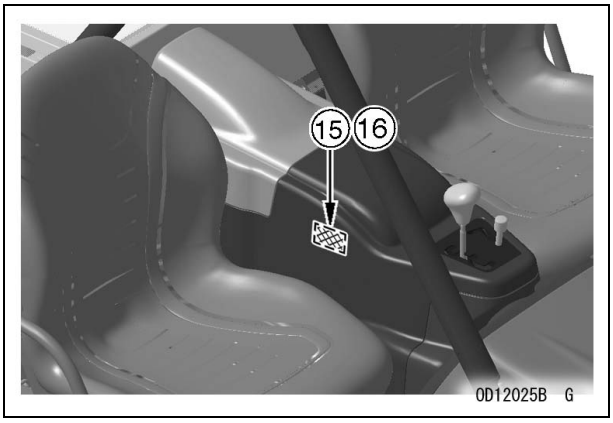
12. Air Cleaner Information (56033-0348)
13. Drive Belt Information (56033-0305)



14. Trailer Towing Warning (56071-0100)

MilitaryATVParts.com

* * * MILITARY USE ONLY * * *

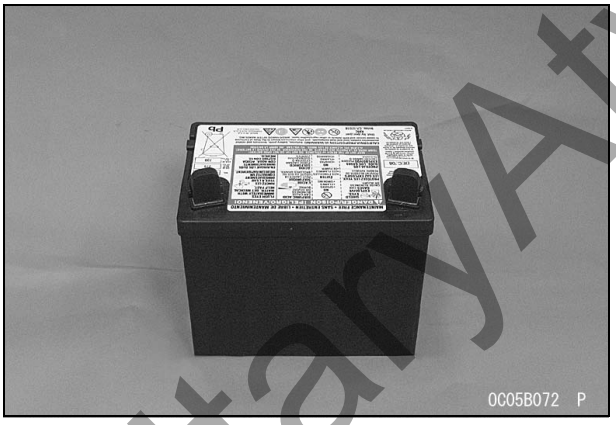


15. Vehicle Emission Control Information
    (KRF750NAF Model 59464-1705)
    (KRF750PAF Model 59464-1706)
    (KRF750RAF Model 59464-1707)
    (KRF750SAF Model 59464-1708)
16. Cover, Label, Emission Control (14092 -0127)

Preparation

Charged Battery Service (US Model)

Pre-filled, Pre-charged Battery



The battery used in this RUV is a pre-filled, pre -charged, sealed battery, eliminating the need for dealers to prepare the battery by filling it with electrolyte. However, dealers should still check each battery's state of charge periodically to be sure it meets the minimum 12.6 volt specification and charge it to 100% state of charge during Assembly & Preparation.

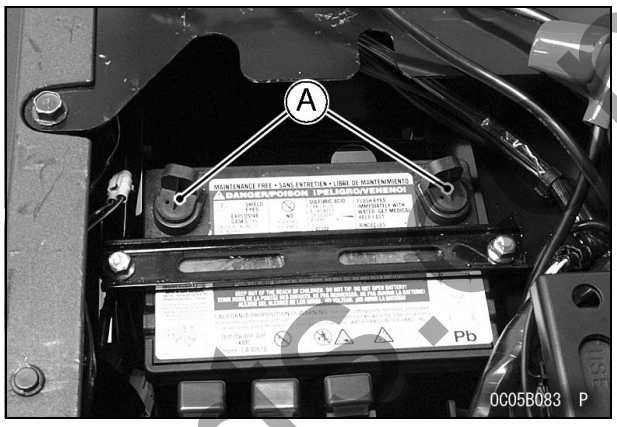
The new battery is built to automotive industry standards and should hold a charge of 75% or above for approximately six months at 72-77°F. Because the battery will discharge at different rates based on varying conditions, it is recommended that it be checked every three months on any inventory unit.

Battery Charging Condition Inspection

Battery charging condition can be checked by measuring battery terminal voltage.

The battery is located under the left end of the driver's seat.

- Remove the protective caps on the battery terminals and discard them.



A. Protective Caps

- Measure the battery terminal voltage.

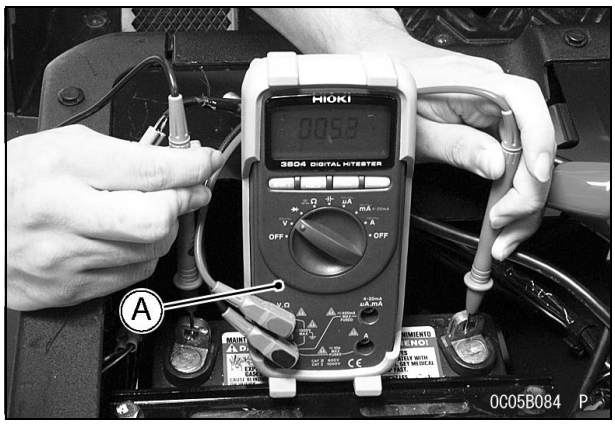
NOTE

○*Measure with a digital voltmeter that can be read to at least one decimal place voltage.*

Battery Terminal Voltage

Standard: 12.6 V or more

- If the reading is above the specification refreshing charge is not required. Go on to the next step.



A. Voltmeter

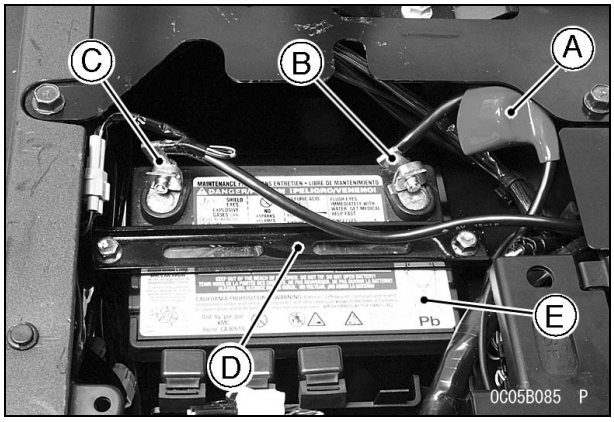
- If the reading is below the specification refreshing charge is required. See the "Battery Removal" and "Refreshing Charge" section.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Battery Installation

- Turn the main switch OFF.
- Route the battery cables as shown, and first connect the red protective capped positive cable to the battery positive terminal (+), then connect the negative cable to the negative terminal (–).
- Put a light coat of grease on the terminals to prevent corrosion.

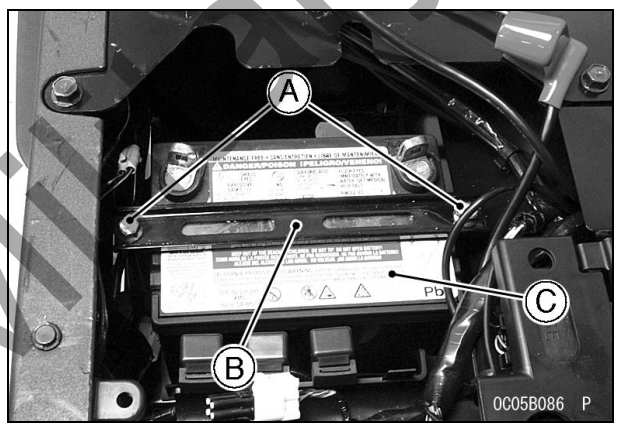


A. Protective Cap
B. Positive Cable (+)
C. Negative Cable (–)
D. Battery Holder
E. Battery

- Cover the positive terminal (+) with its red protective cap.

Battery Removal

- Loosen the bolts to remove the battery holder.
- Remove the battery holder and take the battery out of the battery case. Be careful that any rubber dampers are not pulled out of position.



A. Bolts
B. Battery Holder
C. Battery

Battery Specifications

Battery Capacity	12 V 14 Ah
Battery P/No.	26012-0107

Refreshing Charge

⚠ DANGER

Batteries produce an explosive gas mixture of hydrogen and oxygen that can cause serious injury and burns if ignited. Keep the battery away from sparks and open flames during charging. When using a battery charger, connect the battery to the charger before turning on the charger. This procedure prevents sparks at the battery terminals which could ignite any battery gases.

NOTICE

Always remove the battery from the vehicle for charging. If the battery is charged while still installed, battery electrolyte may spill and corrode the frame or other parts of the vehicle.
Charging the battery at a rate higher than specified may ruin the battery. Charging at a high rate causes excess heat which can warp the plates and cause internal shorting.
Higher-than-normal charging rates also cause the plates to shed active material. Deposits will accumulate, and can cause internal shorting.
If the temperature of the electrolyte rises above 45°C (113°F) during charging, reduce the charging rate to lower the temperature, and increase charging time proportionately.

NOTE

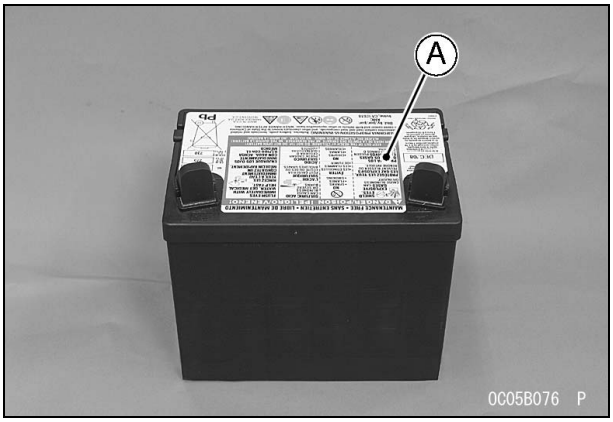
- *Never attempt to charge a frozen battery.*
- *Allow it to warm up to room temperature before charging.*
- *Never leave a battery on a trickle charger longer than 48 hours. Serious damage to the battery will occur.*

⚠ WARNING

This battery is sealed battery type. Never remove seal sheet or cap even at charging. Never add water. Charge with current and time as stated below.

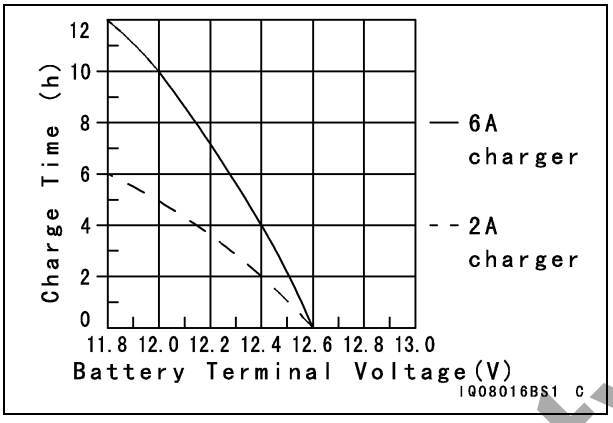
MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Seal Sheet or Cap

- Refer to the Battery Charging Time Table for the charging.



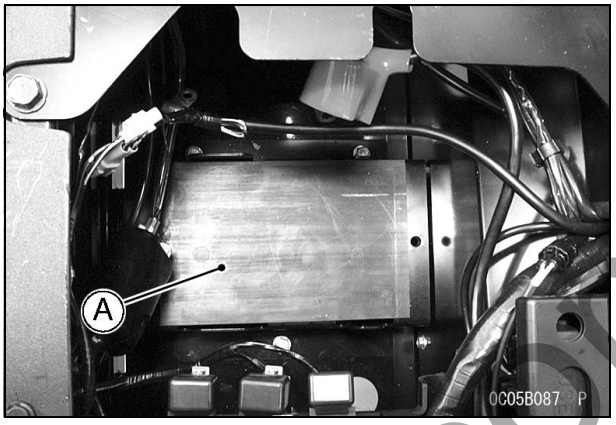
- Determine battery condition after charging.

○ Determine the condition of the battery 30 minutes after completion of the charge by measuring the terminal voltage according to the table below.

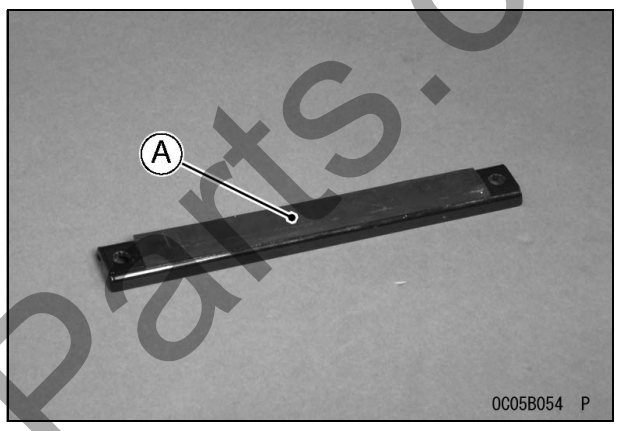
Criteria	Judgement
12.6 V or higher	Good
12.0 ~ 12.6 V	Charge insufficient → Recharge
12.0 V or lower	Unserviceable → Replace

Battery Installation

- Turn the main switch OFF.
- Check that the rubber dampers on the battery holder and the battery case are properly in place.



A. Battery Case Damper

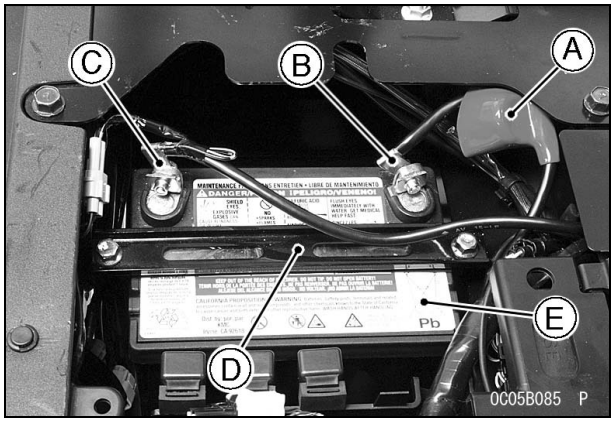


A. Battery Holder Damper

- Put the battery in the battery case.
- Reinstall the nuts, battery holder rod and battery in the reverse of removal.
- Be sure not to pinch the positive cable with the battery holder.
- Route the battery cables as shown, and first connect the red protective capped positive cable to the battery positive terminal (+), then connect the negative cable to the negative terminal (–).
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the positive terminal (+) with its red protective cap.

MilitaryAtvParts.com

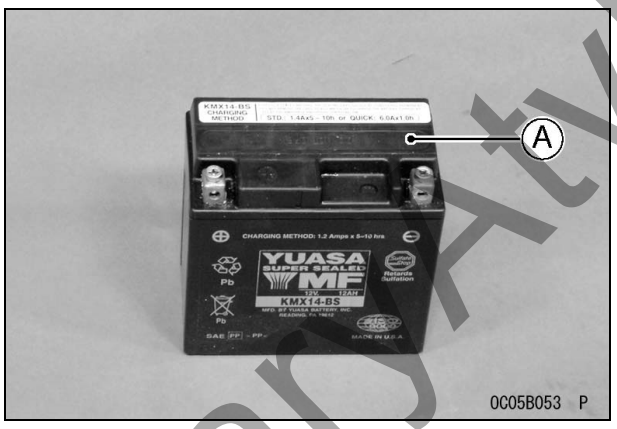
* * * MILITARY USE ONLY * * *



A. Protective Cap
B. Positive Cable (+)
C. Negative Cable (–)
D. Battery Holder
E. Battery

Uncharged Battery Service (Other than US Model)

Conventional Battery Type



A. Battery

The battery used in this RUV is a conventional type. Follow the procedure for activating a new battery to ensure the best possible battery performance.

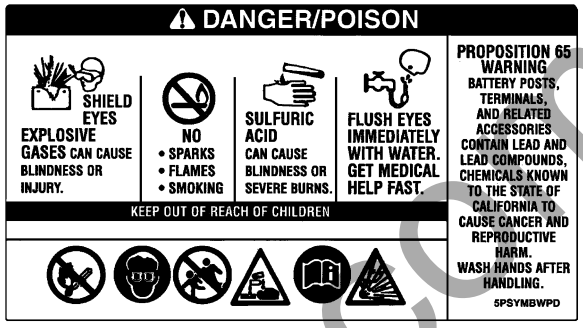
Activating the battery requires two steps, filling the battery with electrolyte, and charging. Read the Battery Safety label shown below and following procedures carefully before battery activation.

NOTICE

Incorrect Battery Activation will reduce battery performance and service life. Be sure to strictly follow the Battery Service instructions in this Manual.

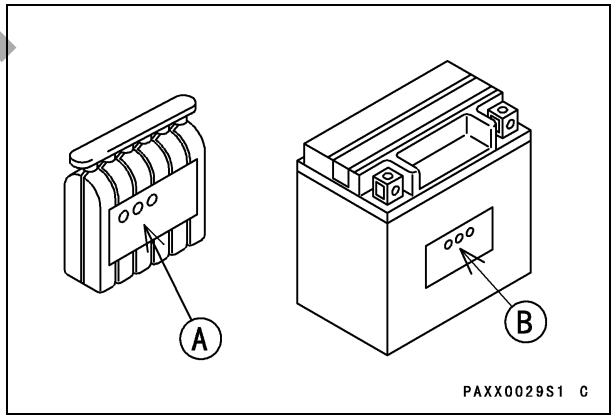
⚠ DANGER

Heed the battery safety label shown here.


⚠ DANGER/POISON
SHIELD EYES
EXPLOSIVE GASES CAN CAUSE BLINDNESS OR INJURY.
NO
• SPARKS
• FLAMES
• SMOKING
SULFURIC ACID CAN CAUSE BLINDNESS OR SEVERE BURNS.
FLUSH EYES IMMEDIATELY WITH WATER. GET MEDICAL HELP FAST.
KEEP OUT OF REACH OF CHILDREN
PROPOSITION 65 WARNING
BATTERY POSTS, TERMINALS, AND RELATED ACCESSORIES CONTAIN LEAD AND LEAD COMPOUNDS, CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND REPRODUCTIVE HARM.
WASH HANDS AFTER HANDLING.
5PSYMBWPD
26012-3728
CL27003B S

- Make sure to use the electrolyte packed in the crate with the unit.
- Make sure that the model name of the electrolyte container matches the model name of the battery. These names must be the same.

Battery Model Name for
KRF750NAF/PAF/RAF/SAF:
KMX14-BS



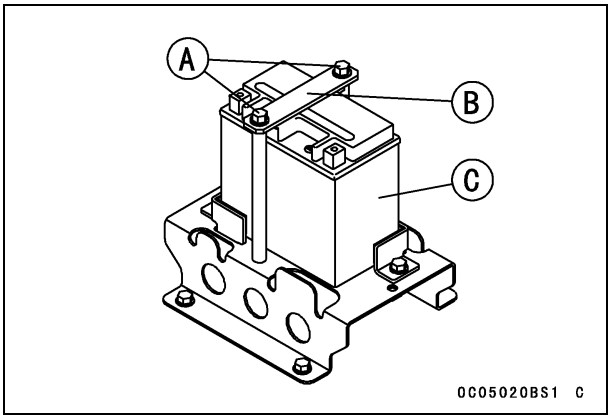
A. Model Name of the Electrolyte
B. Model Name of the Battery

Battery Removal

- Loosen the nuts to remove the battery holder.
- Remove the battery holder and take the battery out of the battery case. Be careful that any rubber dampers are not pulled out of position.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Bolts
B. Battery Holder
C. Battery

Battery Specifications

Make	Yuasa
Battery Type	KMX14-BS
Battery Capacity	12 V 12 Ah
Electrolyte Capacity	0.69 L
Battery/Electrolyte Set P/No.	26012-1414

Battery Activation

Filling the Battery with Electrolyte

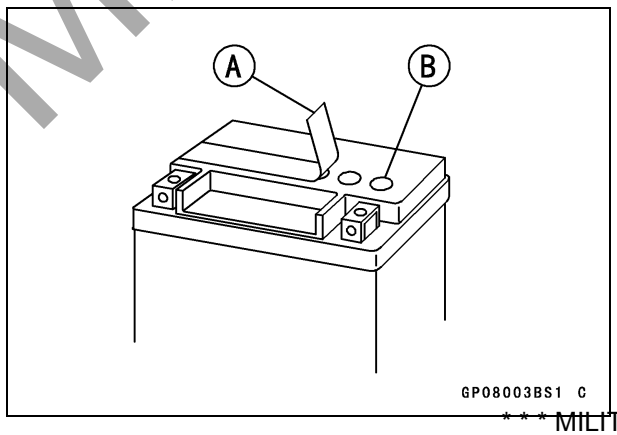
NOTICE

Do not remove the aluminum sealing sheet [A] from the filler ports [B] until just prior to use. Be sure to use the dedicated electrolyte container for correct electrolyte volume.

- Place the battery on a level surface.
- Check to see that the sealing sheet [A] has no peeling, tears, or holes in it.
- Remove the sealing sheet [A].

NOTE

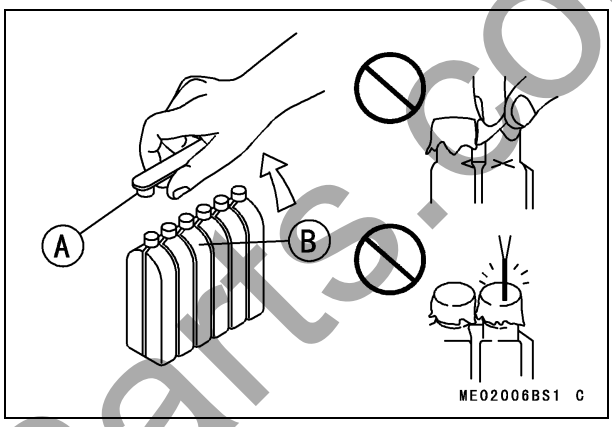
○*The battery is vacuum sealed. If the sealing sheet has leaked air into the battery, it may require a longer initial charge.*



- Remove the electrolyte container from the vinyl bag.
- Detach the strip of caps [A] from the container and set aside, these will be used later to seal the battery.

NOTE

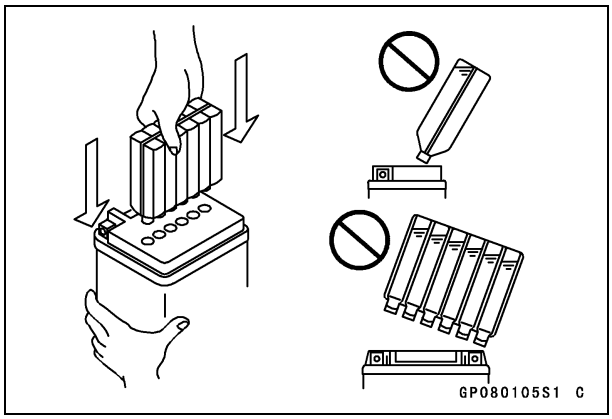
○*Do not pierce or otherwise open the sealed cells [B] of the electrolyte container. Do not attempt to separate individual cells.*



- Place the electrolyte container upside down with the six sealed cells into the filler ports of the battery. Hold the container level, push down to break the seals of all six cells. You will see air bubbles rising into each cell as the ports fill.

NOTE

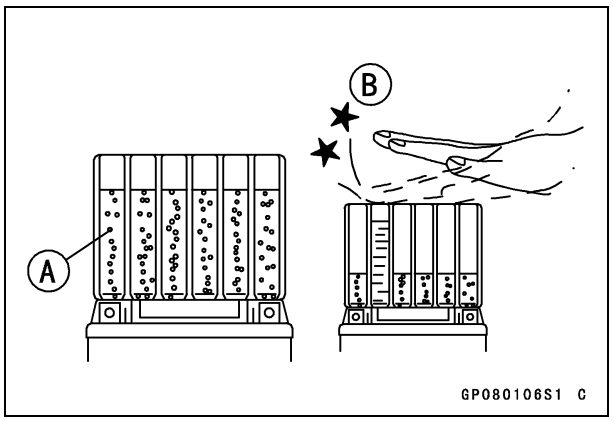
○*Do not tilt the electrolyte container.*



- Check the electrolyte flow.
- If no air bubbles [A] are coming up from the filler ports, or if the container cells have not emptied completely, tap the container [B] a few times.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



- Keep the container in place for **20** minutes or more. Don't remove the container from the battery until it's empty, the battery requires all the electrolyte from the container for proper operation.

NOTICE

Removal of the container before it is completely empty can shorten the service life of the battery. Do not remove the electrolyte container until it is completely empty and 20 minutes have elapsed.

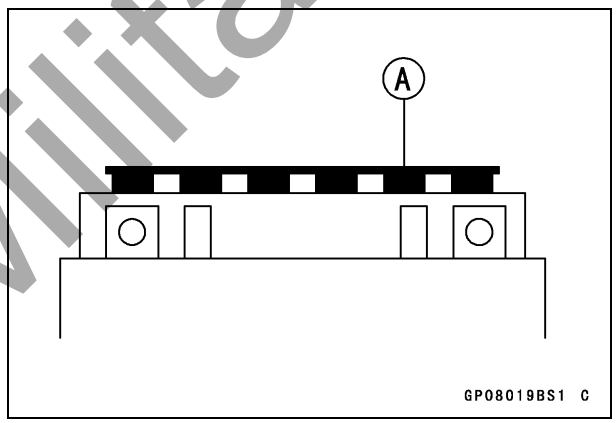
- Gently remove the container from the battery.
- Let the battery sit for **30** minutes prior to charging to allow the electrolyte to permeate into the plates for optimum performance.

NOTE

○*Charging the battery immediately after filling can shorten service life. Let the battery sit for at least **30** minutes after filling.*

Initial Charge

- Place the strip of caps loosely over the filler ports.



A. Strip

- Newly activated sealed batteries require an initial charge.

Standard Charge: 1.2 A × 5 ~ 10 hours

- If using a recommended battery charger, follow the charger's instructions for newly activated sealed battery.

Kawasaki-recommended chargers:

Optimate III

Yuasa 1.5 Amp Automatic Charger

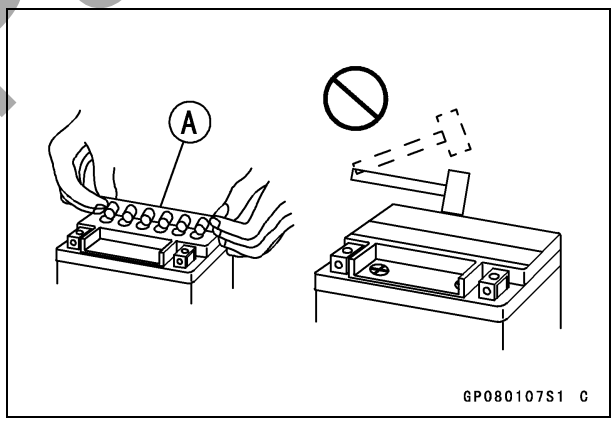
Battery Mate 150-9

- If the above chargers are not available, use equivalent one.

NOTE

○*Charging rates will vary depending on how long the battery has been stored, temperature, and the type of charger used. Let battery sit 30 minutes after initial charge, then check voltage using a voltmeter. If it is not at least 12.8 volts, repeat charging cycle.*

- After charging is completed, press down firmly with both hands to seat the strip of caps [A] into the battery (don't pound or hammer). When properly installed, the strip of caps will be level with the top of the battery.



NOTICE

Once the strip of caps [A] is installed onto the battery, never remove the caps, nor add water or electrolyte to the battery.

NOTE

○*To ensure maximum battery life and customer satisfaction, it is recommended the battery be load tested at three times its amp-hour rating for 15 seconds.*
Re-check voltage and if less than 12.8 volts repeat the charging cycle and load test. If still below 12.8 volts the battery is defective.

MilitaryAtvParts.com

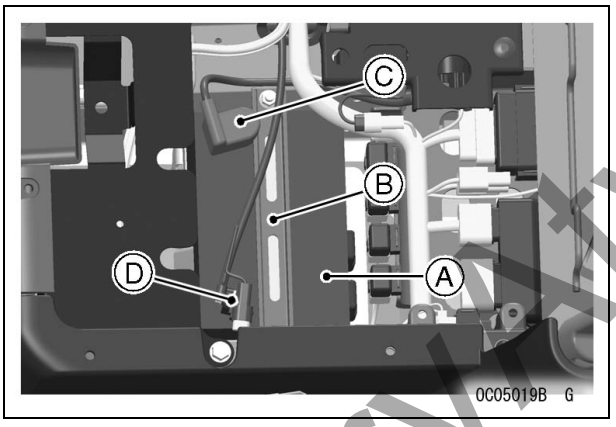
* * * MILITARY USE ONLY * * *

Battery Installation

NOTE

○*The procedure of the installation is the same as the above "Charged Battery Service (US Model)".*

- Turn the main switch OFF.
- Check that the rubber dampers on the battery holder and the battery case are properly in place.
- Put the battery in the battery case.
- Reinstall the nuts, battery holder rod and battery in the reverse of removal.
- Route the battery cables as shown, and first connect the red protective capped positive cable to the battery positive terminal (+), then connect the negative cable to the negative terminal (–).
- Put a light coat of grease on the terminals to prevent corrosion.
- Cover the positive terminal (+) with its red protective cap.



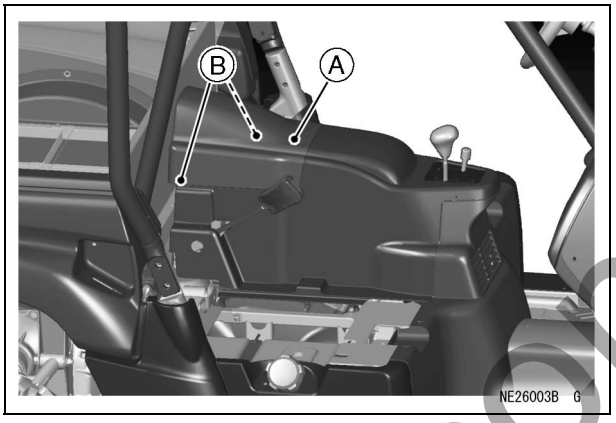
A. Battery
B. Holder
C. Positive Cable (+)
D. Negative Cable (–)

Air Cleaner

Air Cleaner Element Inspection

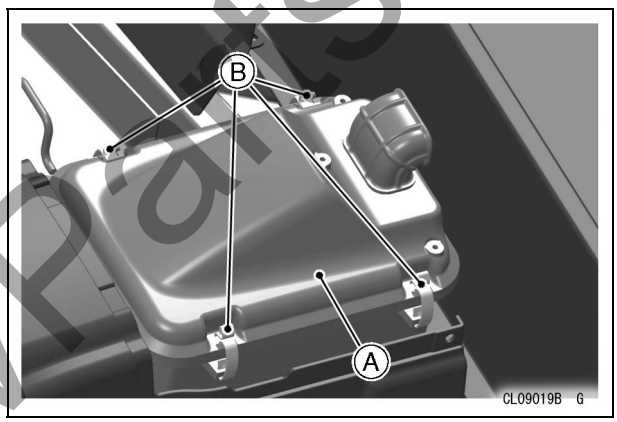
The foam air cleaner element on RUV models is oiled prior to shipping. However, over time the filter will dry and filtration performance will diminish.

- Release the rivets and remove the air cleaner top cover.



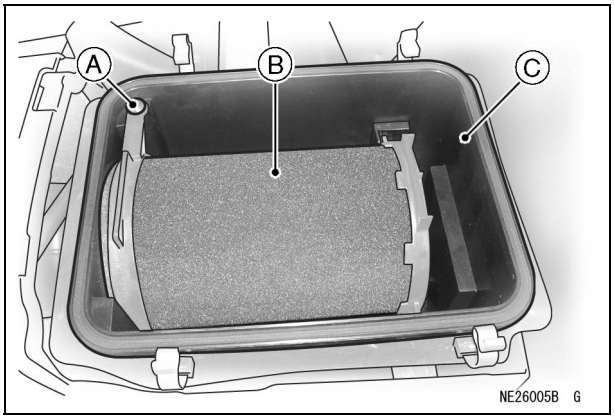
A. Air Cleaner Top Cover
B. Rivets

- Pull up the snaps and remove the air cleaner housing cap.



A. Air Cleaner Housing Cap
B. Snaps

- Inspect the foam air cleaner element for proper oiling.
- If the foam element is dry, remove the screw (D = 6, L = 18) and pull out the foam air cleaner element and the element frame from the air cleaner housing.

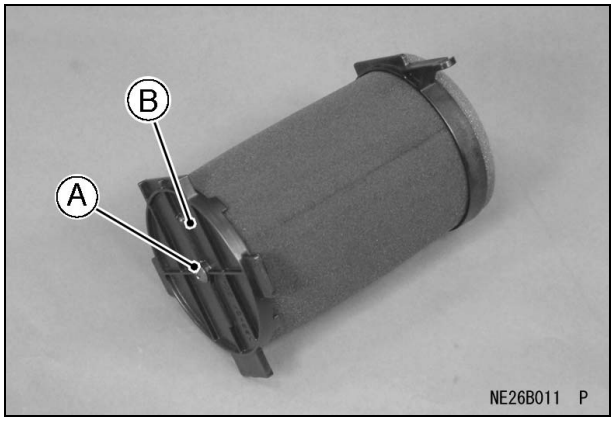


A. Screw (D = 6, L = 18)
B. Foam Element
C. Air Cleaner Housing

* * * MILITARY USE ONLY * * *

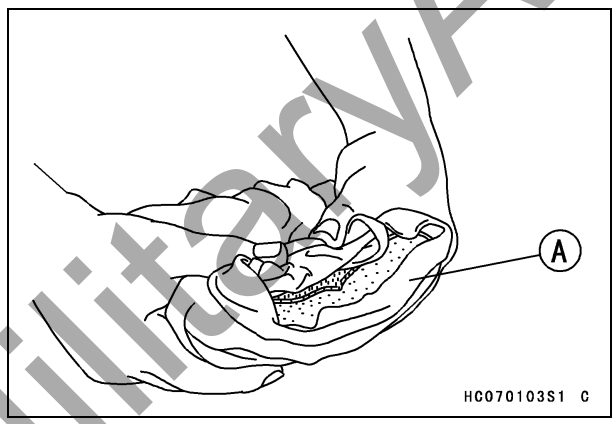
MilitaryAtvParts.com

- Remove the foam element cover screw (D = 6, L = 18) and foam element cover.
- Take the foam element off the element frame.



A. Screw (D = 6, L = 18)
B. Foam Element Cover

- Saturate the foam air cleaner element with a high-quality foam air filter oil (ex. Kawachem "Foam Filter Oil", Bel Ray "Foam Filter Oil", Maxima "FFT Foam Filter Treatment", or equivalent cohesive type) and make sure that the oil is evenly applied throughout the foam air cleaner element. Squeeze out the excess oil, but do not wring the foam air cleaner element as this could cause tearing. In this case, too much oil is better than too little. Finally pat the inside of the foam air cleaner element with a clean towel to remove any excess oil.

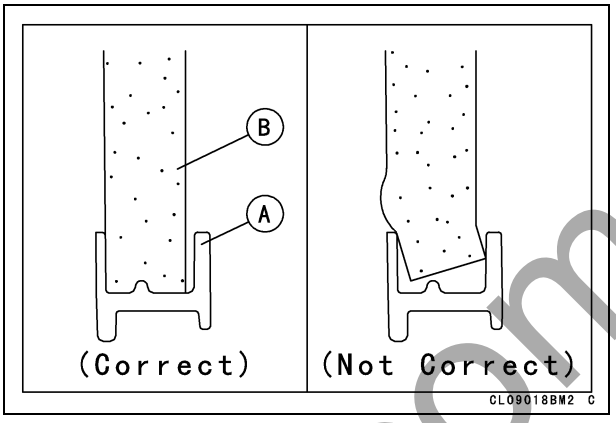


A. Clean Towel

- Install the element onto its element frame, and coat the element lip and lip seat with a thick layer of all-purpose grease to assure a complete seal.

NOTE

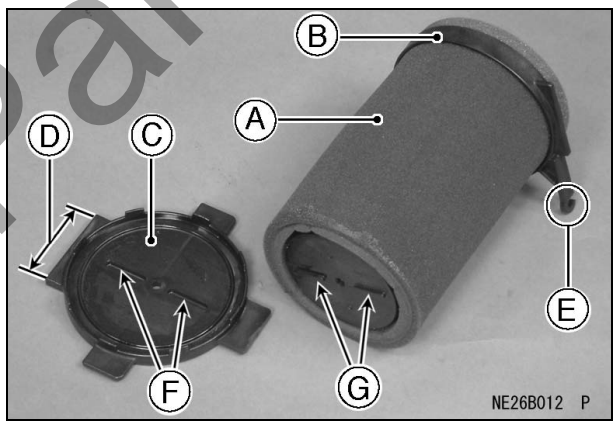
○*Be sure that the edge of the foam element fits completely in the groove and does not rest on the edge of the element holder or become folded in the groove as shown in the illustrations.*



A. Element Holder
B. Foam Element

- Reinstall the element cover to the specified torque so that the wider side faces projection of the element frame and fit the slits onto the projections.

Torque : 4.5 N·m (0.46 kgf·m, 40 in·lb)

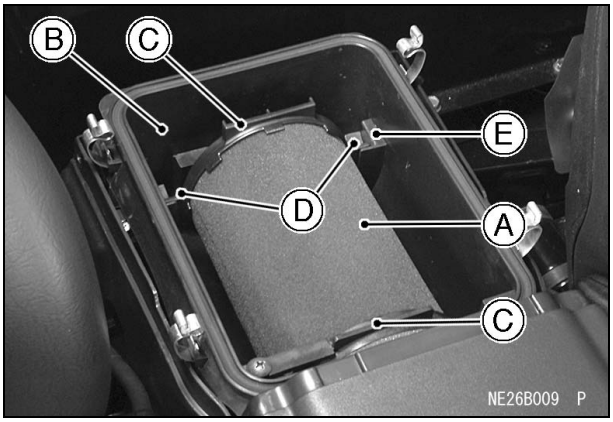


A. Foam Element
B. Element Frame
C. Element Cover
D. Wider Side
E. Projection
F. Slits
G. Projections

- Install the foam element into the air cleaner housing so that the wider side faces up, and insert tabs and both sides of the element cover into the holder of the air cleaner housing.

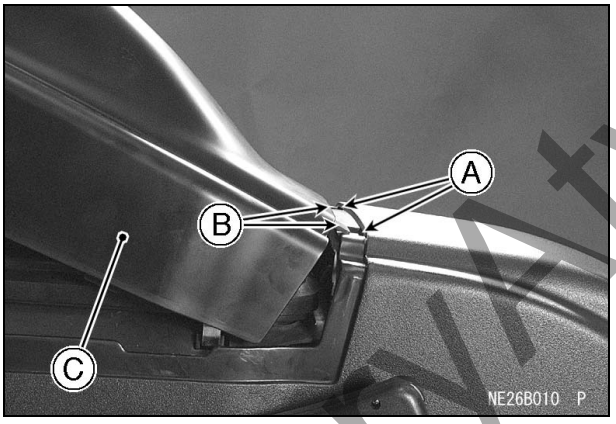
MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Foam Element
B. Air Cleaner Housing
C. Wider Side Faces
D. Tabs
E. Holder

- Tighten the screw to the specified torque.
  Torque : 4.5 N·m (0.46 kgf·m, 40 in·lb)
- Insert tabs of air cleaner top cover into the slits of the engine upper cover.



A. Slits
B. Tabs
C. Air Cleaner Top Cover

- Reinstall the air cleaner top cover, air cleaner element and the air cleaner housing cap in the reverse of removal
- Install the rivets to the air cleaner top cover.

Engine Oil

Engine Oil Level Inspection

⚠ DANGER

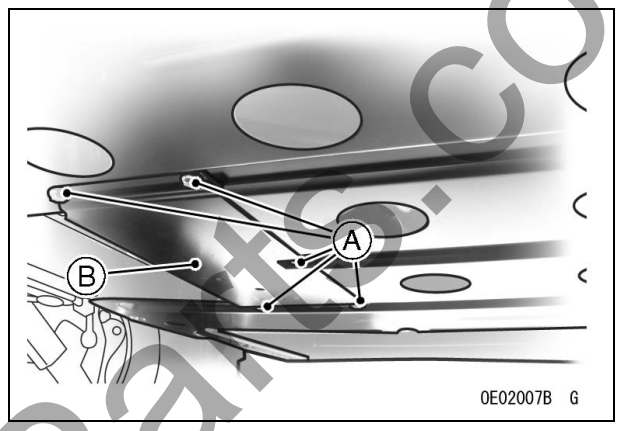
Exhaust gas contains carbon monoxide, a colorless, odorless poisonous gas. Inhaling carbon monoxide can cause serious brain injury or death. DO NOT run the engine in enclosed areas. Operate only in a well-ventilated area.

NOTE

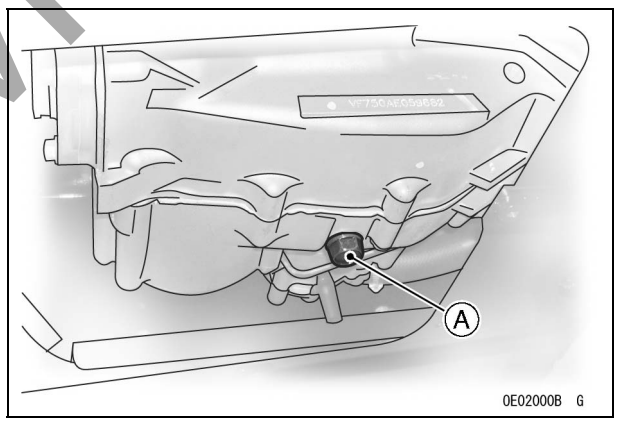
○ *This vehicle's engine is filled with 10W-30 oil from the factory. DO NOT DRAIN and refill the crankcase before use. Check oil level and drain plug tightness.*

Engine Oil Drain Plug Torque:
20 N·m (2.0 kgf·m, 15 ft·lb)

- Remove the bottom guard and bottom guard bolts.



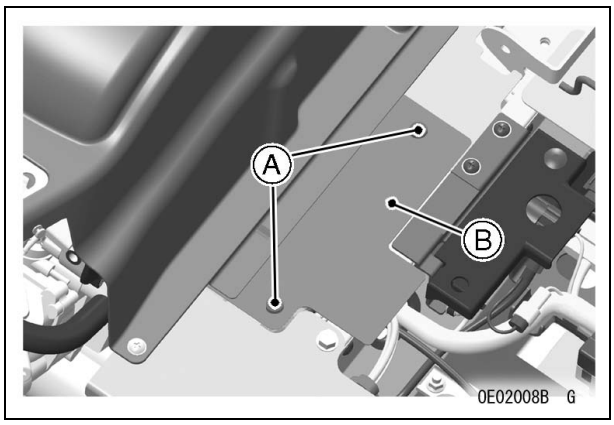
A. Bottom Guard Bolts
B. Bottom Guard



A. Oil Drain Plug

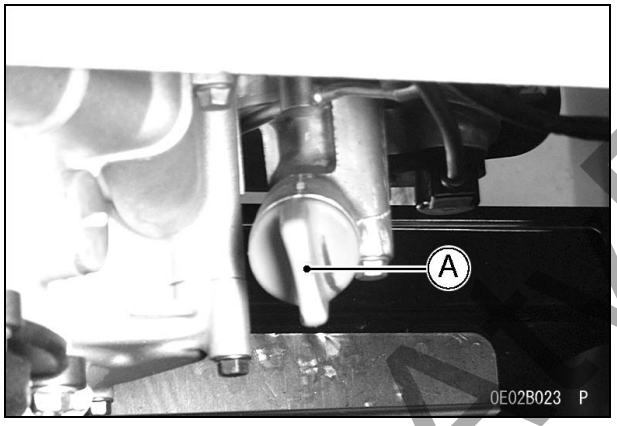
- Park the vehicle so that it is level, both side-to-side and front-to-rear.
- Before starting the engine, check that the engine has oil.
- To remove the protective cover, pull out the quick rivets by prying the suitable tool onto the center part of the rivet. Remove the cover.

MilitaryAtvParts.com
* * * MILITARY USE ONLY * * *



A. Quick Rivets
B. Protective Cover

- Unscrew the oil filler plug on the lower left side of the engine and wipe the dipstick dry. Then screw it in again. Unscrew the plug and check that the engine has oil.



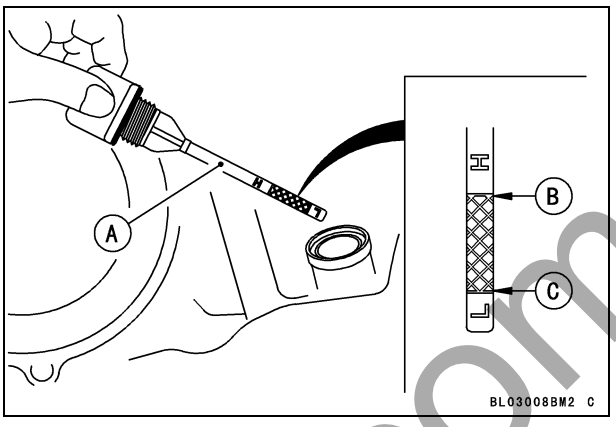
A. Oil Filler Plug

- When installing the plug, be sure the O-ring is in place, and screw the plug in finger tight.

NOTICE

If the engine is run without oil, it will be severely damaged.

- Start the engine and run it for several minutes at idle speed. Stop the engine, then wait several minutes until the oil settles.
- Unscrew the oil filler plug, wipe its dipstick dry, and screw it in again.
- Unscrew the plug and check the oil level. The oil level should be between the H (High) and L (Low) lines on the dipstick.



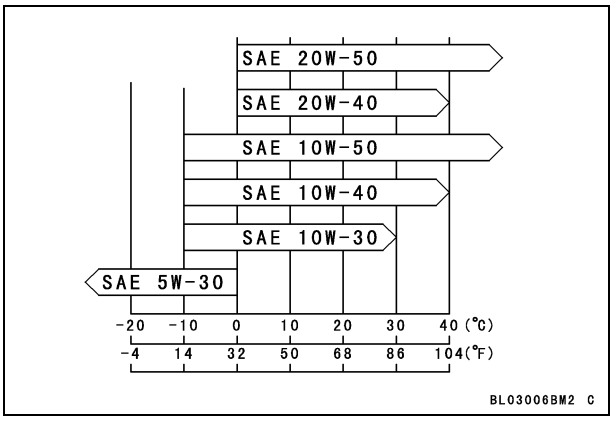
A. Dipstick
B. H (High) line
C. L (Low) line

- If the oil level is too high, remove the excess oil through the oil filler opening using a syringe or some other suitable device.
- If the oil level is too low, add the oil to reach the correct level.
- Screw the plug in finger tight.

Recommended Engine Oil

Type:	**API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2 class**
Viscosity:	**SAE 10W-40**
Capacity:	**2.4 L (2.5 US qt) [when filter is not removed]**
	2.5 L (2.6 US qt) [when filter is removed]

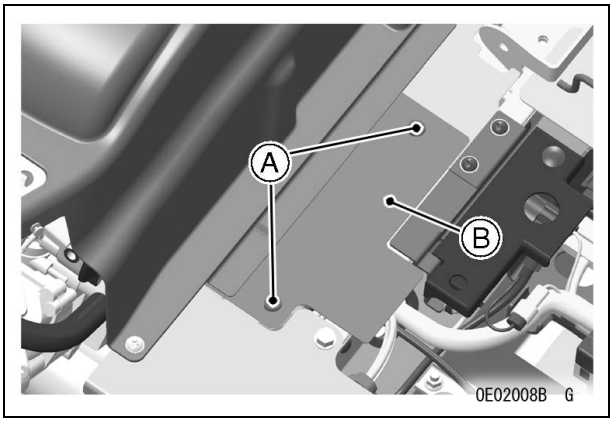
Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.



- Install the protective cover, and insert the two quick rivets.

MilitaryATVParts.com

* * * MILITARY USE ONLY * * *

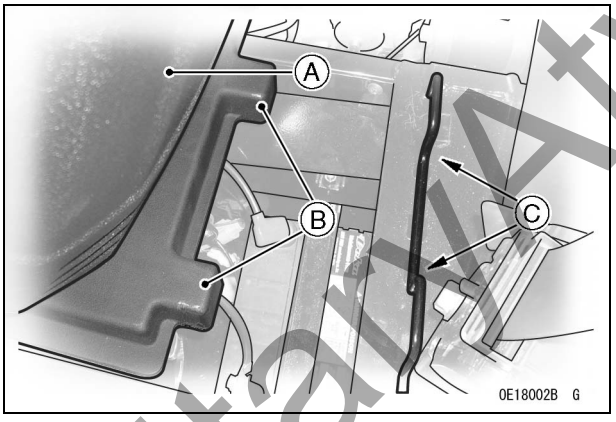


A. Quick Rivets
B. Protective Cover

- To install the seat, insert the projections at the rear of the seat into the seat holders and push down on the seat at the front. The seat lock clicks.

⚠ WARNING

A loose seat can cause the operator or passenger to lose control or fall out of the vehicle, causing severe injury or death. Be sure the seat is securely latched.

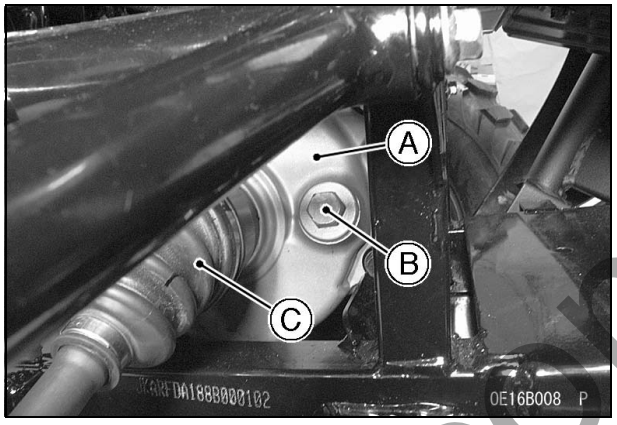


A. Seat
B. Projections
C. Seat Holders

Front Final Gear Case Oil

Front Final Gear Case Oil Level Inspection

- With the vehicle level front-to-rear and side-to-side, remove the filler cap from the front final gear case.

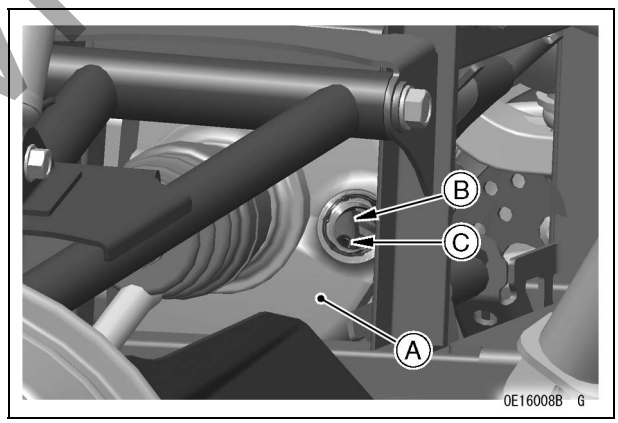


A. Front Final Gear Case
B. Filler Cap
C. Front Axle Shaft

NOTICE

Be careful not to allow any dirt or foreign materials to enter the front final gear case.

- Check the oil level. The oil level should come to the bottom thread of the filler opening. If it is insufficient, add oil through the oil filler opening as necessary.



A. Front Final Gear Case
B. Filler Opening
C. Bottom Thread

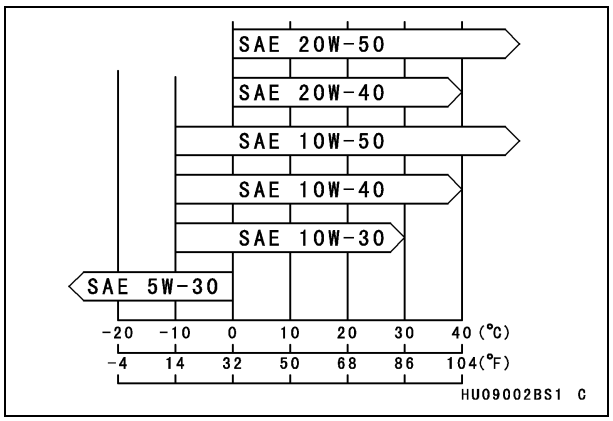
- Install the filler cap.

Front Final Gear Case Oil (Equivalent to engine oil)

Type:	**API SG, SH, SJ, SL or SM with JASO MA, MA1 or MA2 class**
Viscosity:	**SAE 10W-40**
Capacity:	**0.70 L (0.74 US qt)**

Although 10W-40 engine oil is the recommended oil for most conditions, the oil viscosity may need to be changed to accommodate atmospheric conditions in your riding area.

* * * MILITARY USE ONLY * * *
MilitaryAtvParts.com

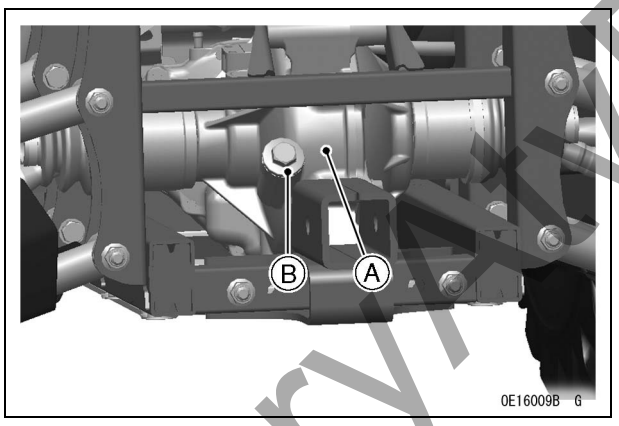


Oil Filler Cap Torque:
29 N·m (3.0 kgf·m, 21 ft·lb)

Rear Final Gear Case Oil

Rear Final Gear Case Oil Level Inspection

● With the vehicle level front-to-rear and side-to-side, remove the filler cap from the rear final gear case.



A. Rear Final Gear Case
B. Filler Cap

NOTICE

Be careful not to allow any dirt or foreign materials to enter the rear final gear case.

NOTE

○*Front and rear final gear cases use different types of oils. Use the specified type and brand of oil in each final gear case.*

Rear Final Gear Case Oil

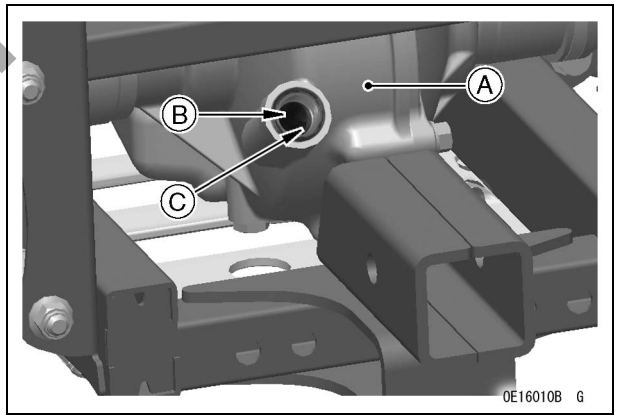
Type: **Mobil Fluid 424,**
CITGO TRANSGARD
TRACTOR HYDRAULIC FLUID,
Exxon Hydraul 560

Capacity: **1.0 L (1.06 US qt)**

NOTE

○*Do not use front final gear case oil into the rear final gear case. Use only the specified oil. The rear final gear case contains brake plates which require a special oil type. Also the two different oil types for the rear gear case oil must not be mixed in use.*

● Check the oil level. The oil level should come to the bottom thread of the filler opening. If it is insufficient, add oil through the oil filler opening as necessary.



A. Rear Final Gear Case
B. Filler Opening
C. Bottom Thread

● Install the filler cap.

Oil Filler Cap Torque:
29 N·m (3.0 kgf·m, 21 ft·lb)

MilitaryATVParts.com

* * * MILITARY USE ONLY * * *

Brake Fluid

Brake Fluid Level Inspection

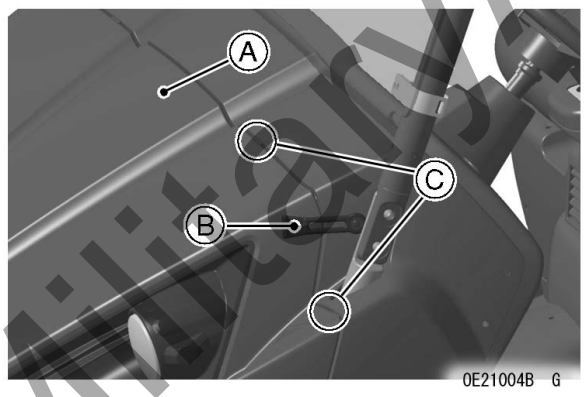
⚠ WARNING

Brake fluid that is contaminated by moisture or dirt, mixed or contains air has a lower boiling point and can cause the brake to be ineffective or fail, and it may cause rubber parts to deterioate, resulting in an accident causing injury or death. Never reuse old brake fluid. Do not use fluid from a container that has been left unsealed or that has been open for a long time. Do not mix two types and brands of fluid for use in the brake. Don't leave the reservoir cap off for any length of time to avoid moisture contamination of the fluid. Don't add or change the fluid in the rain or when a strong wind is blowing.

NOTICE

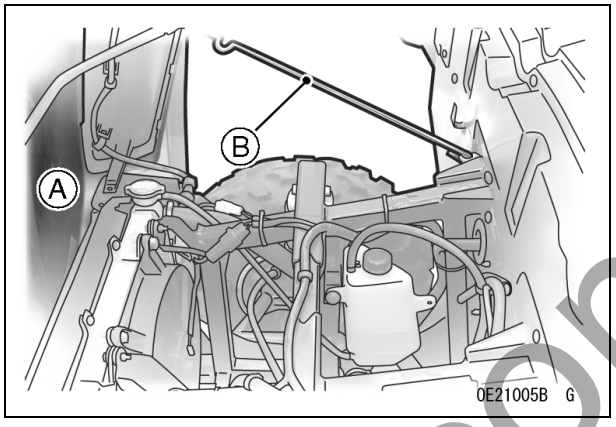
Brake fluid quickly ruins painted surfaces. Wipe up any spilled fluid immediately.

- With the vehicle on level ground, release the rubber bands on both sides.
- Clear the four hook portions from the slots and lift the front cargo hood up.



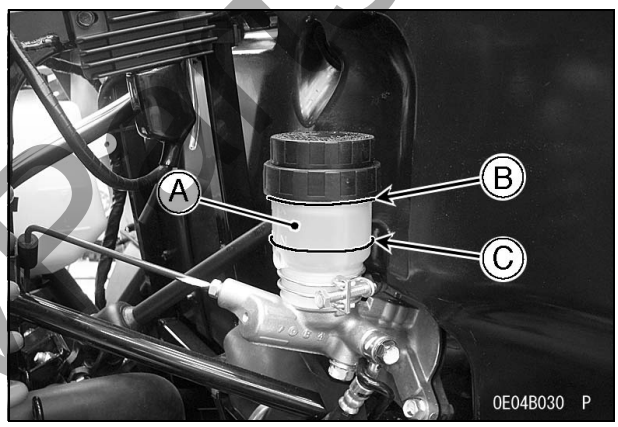
A. Front Cargo Hood
B. Band
C. Hook Portions

- Support the hood in the tilted position with the supporting rod.



A. Front Cargo Hood
B. Supporting Rod

- Check that the fluid level in the reservoir is between the upper (MAX) and lower (MIN) level lines.



A. Brake Fluid Reservoir
B. Upper Level Line (MAX)
C. Lower Level Line (MIN)

- If the fluid level in the reservoir is lower than the lower level line, check for fluid leaks in the front brake lines and fill the reservoir.
- Remove the brake fluid reservoir cap.
- Fill the reservoir to the upper level line with DOT3 brake fluid, and reinstall the reservoir cap and tighten it to the specified torque.

Torque : 3.4 N·m (0.35 kgf·m, 30 in·lb)

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

A. Reservoir Cap

- Operate the brake pedal several times.
- If it feels spongy, there might be air in the brake lines.
- If necessary, bleed the air in the brake line.
- Also check for fluid leakage around the fittings.

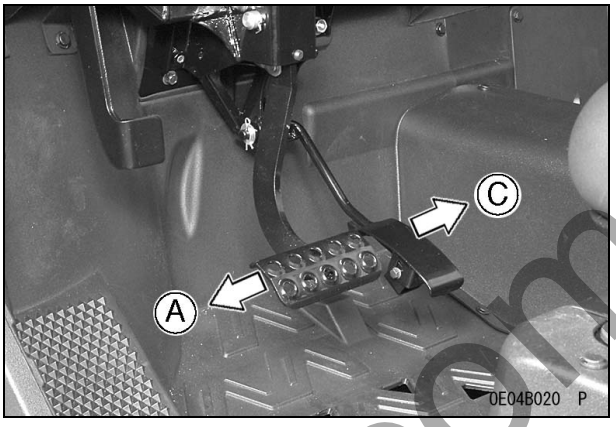
Brake Line Air Bleeding

- With the front brake reservoir horizontal, remove the front brake reservoir cap and diaphragm, and check that there is plenty of fluid in the reservoir.

NOTE

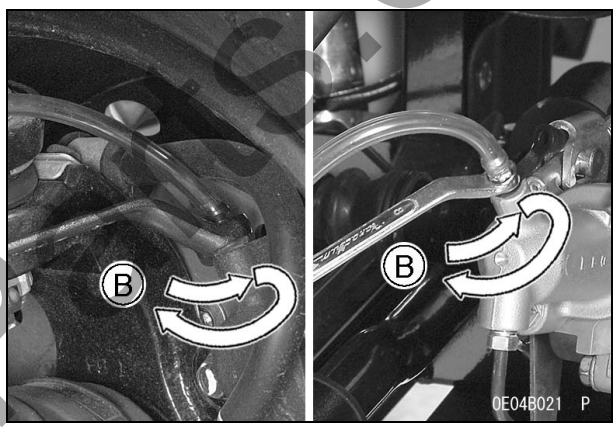
○ *The fluid level must be checked several times during the bleeding operation and replenished as necessary. If the fluid in the reservoir runs completely out any time during bleeding, the bleeding operation must be done over again from the beginning since air will have entered the line.*

- Attach a clear plastic hose to the bleed valve on the caliper and run the other end of the hose into a container.
- With the reservoir cap off, slowly pump the brake pedal several times until no air bubbles can be seen rising up through the fluid from the holes at the bottom of the reservoir. This bleeds the air from the front brake master cylinder end of the line.
- Pump the brake pedal a few times until it becomes hard and then, holding the pedal depressed, quickly open (turn counterclockwise) and close the bleed valve. Then release the pedal. Repeat this operation until no more air can be seen coming out into the plastic hose.



A. Hold the brake pedal applied.

C. Release the brake pedal.



B. Quickly open and close the bleed valve.

- Repeat the previous step one more time for the other front disc brake.
- When air bleeding is finished, check that the fluid is between the upper and lower level lines.
- Install the diaphragm and the reservoir cap.
- Tighten the bleed valve(s) to the specified torque.

  Torque : 7.8 N·m (0.80 kgf·m, 69 in·lb)

- Apply the brake lever forcefully for a few seconds, and check for fluid leakage around the fittings.

Brake Pedal

Brake Pedal Free Play Inspection

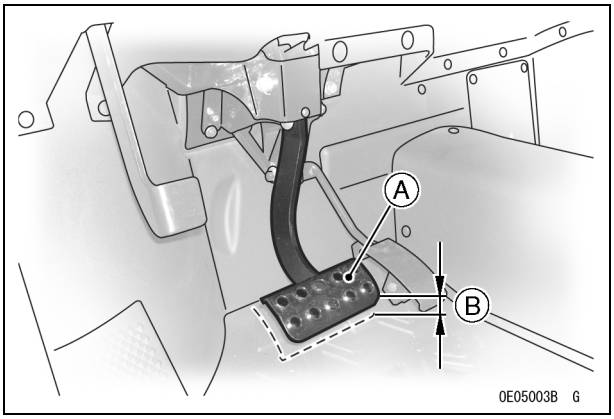
- Depress the brake pedal lightly by hand.
- There should be 2 ~ 10 mm (0.08 ~ 0.40 in.) of free play.
- If it does not, adjust the brake pedal play.

Brake Pedal Free Play:

2 ~ 10 mm (0.08 ~ 0.40 in.)

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

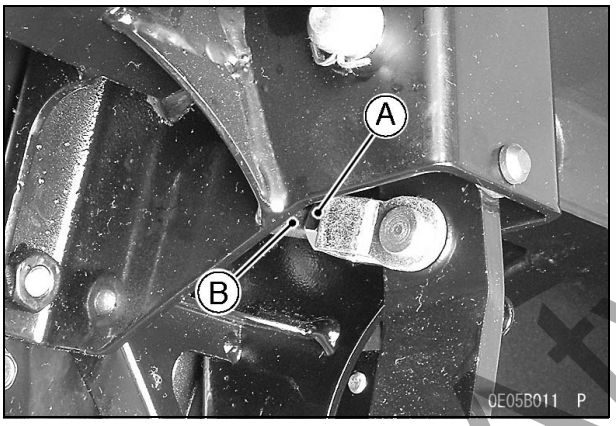


A. Brake Pedal

B. 2 ~ 10 mm (0.08 ~ 0.40 in.)

Brake Pedal Free Play Adjustment

- Loosen the locknut and turn the push rod to obtain the correct amount of free play.



A. Locknut

B. Push Rod

- Tighten the locknut to the specified torque.

  Torque : 18 N·m (1.8 kgf·m, 13 ft·lb)
- Check for brake drag and braking effectiveness.

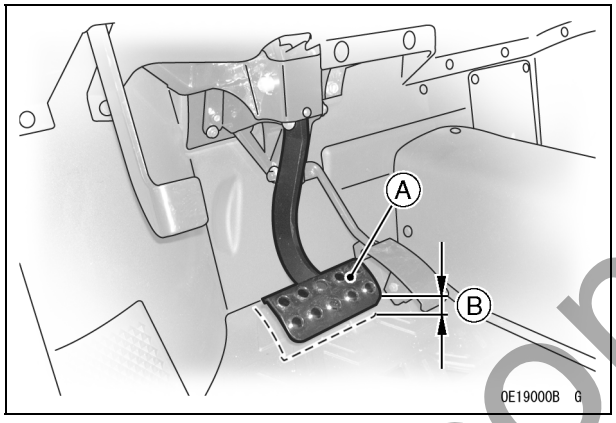
⚠ WARNING

Insufficient free play can cause brake heating and drag, resulting in skidding and loss of control which could cause an accident resulting in serious injury or death. Be sure the brake free play is adjusted to the specification.

Brake Light Switch

Brake Light Switch Inspection

- Turn the main switch to the ON position.
- Depress the brake pedal. The brake light should go on after about 10 mm (0.40 in.) of pedal travel.



A. Brake Pedal

B. 10 mm (0.40 in.)

- If it does not, check the bulb and, if necessary, adjust the brake light switch.

Brake Light Switch Adjustment

NOTE

○*If the brake light switch adjustment is necessary, refer to the Service Manual.*

Parking Brake Pedal

Parking Brake Pedal Inspection/Adjustment

NOTE

○*If the brake pedal Inspection/Adjustment is necessary, refer to the Service Manual.*

Steering Wheel

Steering Wheel Free Play Inspection

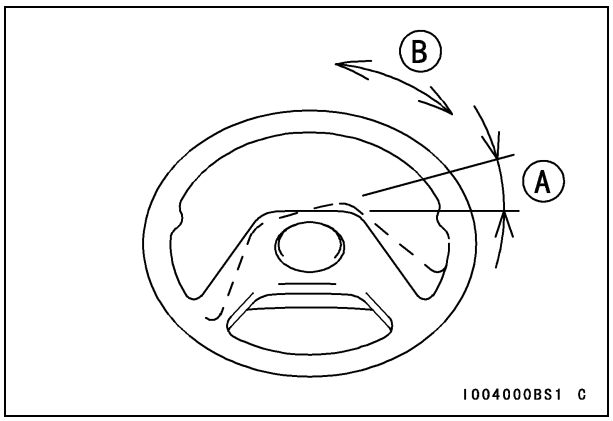
- Check steering wheel free play.
- Set the vehicle's front tires straight ahead. Gently turn the steering wheel left and right. The steering wheel free play is the amount of travel in the steering wheel, before the front wheels begin to turn.

Steering Wheel Free Play:

0 ~ 20 mm (0 ~ 0.79 in.)

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. 0 ~ 20 mm (0 ~ 0.79 in.)

B. Gently turn.

- If the free play is incorrect, check and tighten the steering wheel mounting nut and the steering system parts, and adjust the steering gear preload.

NOTE

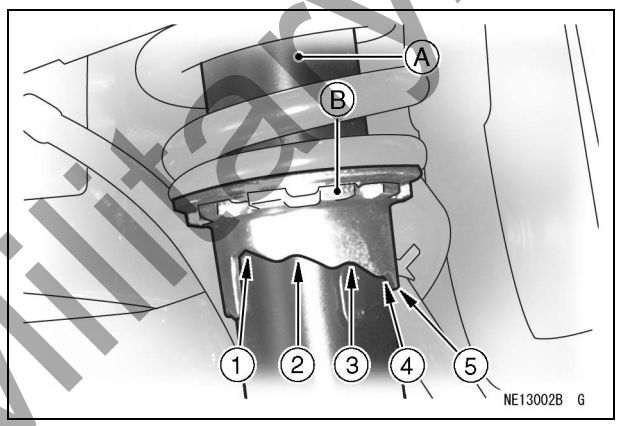
○*If the Steering Wheel Free Play Inspection/Adjustment is necessary, refer to the Service Manual.*

Front Shock Absorber

Front Shock Absorber Spring Preload Adjustment (Other than KRF750SAF Model)

- Check the position of the spring preload adjuster on the front shock absorbers.

STD Spring Preload: No.2 position



A. Front Shock Absorber

B. Spring Adjusting Sleeve

- Turn the adjusting sleeve to the No.2 position with the wrench in the tool kit.

Front Shock Absorber Spring Preload Adjustment (KRF750SAF Model only)

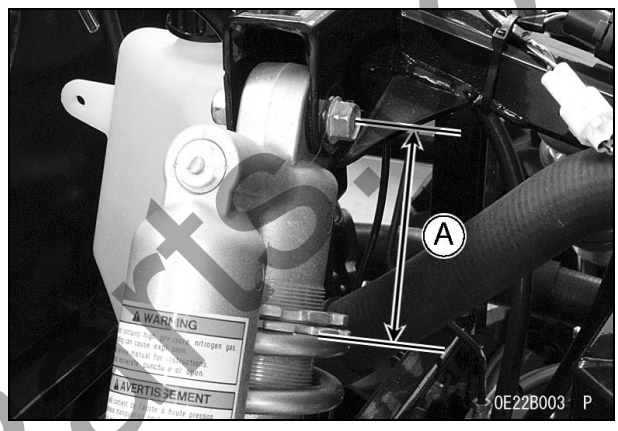
- Check the position of the spring preload adjusting length on the front shock absorbers.

Adjusting Length:

from center of upper mounting bolt to lower surface of adjusting nut

STD Adjusting Length

82.5 mm (3.25 in.)



A. STD Adjusting Length

- Refer to the “Front Shock Absorber Preload Adjustment” procedure in the Service Manual.

Compression Damping Adjustment (KRF750SAF Model only)

- Check the position of the compression damping adjuster on the top of each front shock absorber.

STD Compression Damping:

3 1/2 turns out (Counterclockwise from the fully seated position)

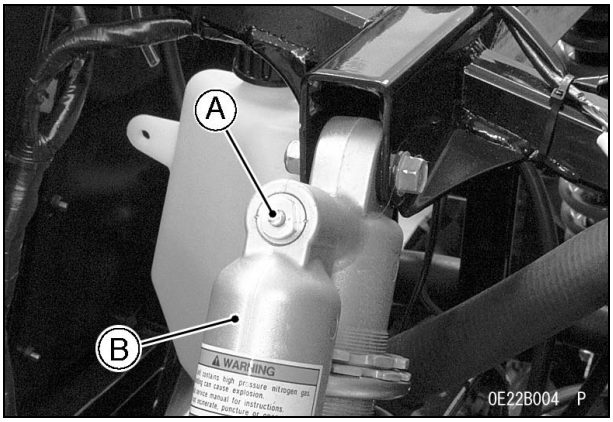
- To adjust the front shock absorber compression damping, turn the compression damping adjuster at the top of the front shock absorber with a flat-head screwdriver. Adjust the compression damping to the standard setting position.
- The right and left front shock absorbers must be adjusted evenly.

⚠ WARNING

If both compression damping adjusters and both rebound damping adjusters are not adjusted equally, handling may be impaired and a hazardous condition may result. Set all suspension adjusters equally to the recommended settings.

Military ATV Parts.com

* * * MILITARY USE ONLY * * *



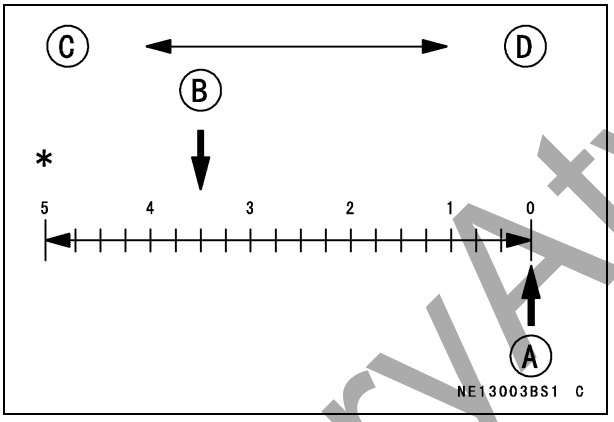
A. Compression Damping Adjuster

B. Front Shock Absorber (Right)

NOTICE

Do not force to turn the compression damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Compression Damping Settings



A. Seated Position (Adjuster turned fully clockwise)

B. Standard Setting

C. Softer (Counterclockwise)

D. Harder (Clockwise)

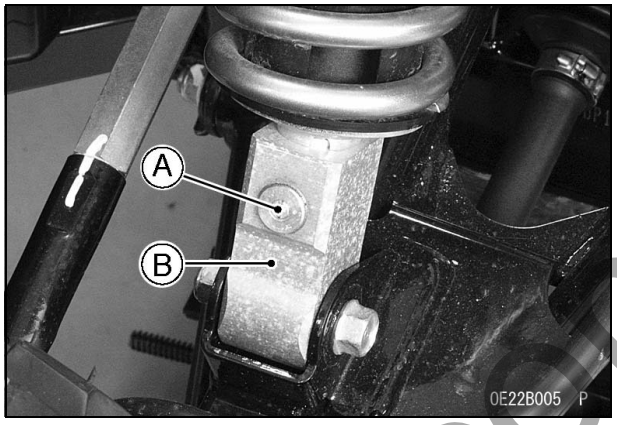
*: Number of turns counterclockwise usable range-5 turns or more.

Rebound Damping Adjustment (KRF750SAF Model only)

- Check the position of the rebound damping adjuster at the bottom of each front shock absorber.

STD Rebound Damping:

1 turn out (Counterclockwise from the fully seated position)



A. Rebound Damping Adjuster

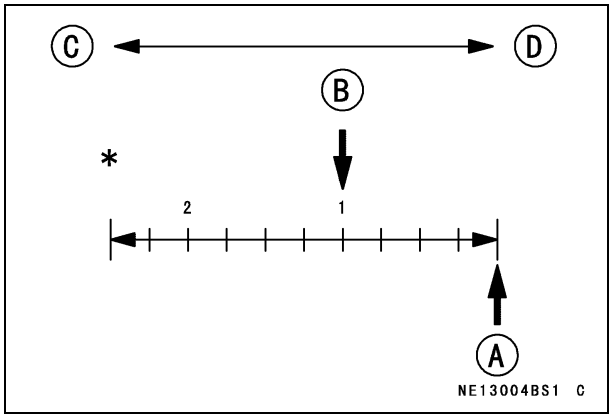
B. Front Shock Absorber (Right)

- To adjust the front shock absorber rebound damping, turn the rebound damping adjuster at the bottom of the front shock absorber with a flat-head screwdriver. Adjust the rebound damping to the standard setting position.
- The right and left, front shock absorber must be adjusted evenly.

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Rebound Damping Settings



A. Seated Position (Adjuster turned fully clockwise)

B. Standard Setting

C. Softer (Counterclockwise)

D. Harder (Clockwise)

*: Number of turns counterclockwise usable range-2.5 turns or more.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Rear Shock Absorber

Rear Shock Absorber Spring Preload Adjustment

- Check the position of the spring preload adjusting length on the rear shock absorbers.

Adjusting Length:

from center of upper mounting bolt to lower surface of adjusting nut

STD Adjusting Length

Other than KRF750SAF model

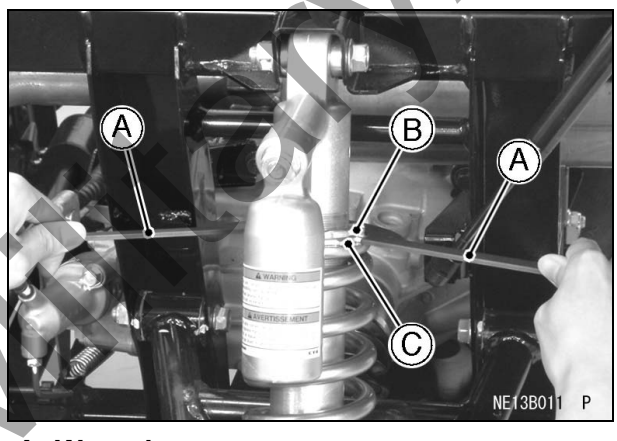
111.5 mm (4.39 in.)

KRF750SAF model

116 mm (4.57 in.)

STD Adjusting Length

- Loosen the locknut and turn the adjusting nut to the desired position.



A. Wrench
B. Locknut
C. Adjusting Nut

Compression Damping Adjustment (KRF750SAF Model only)

- Check the position of the rear shock absorber compression damping adjuster on the gas reservoir at the upper end of the rear shock absorber.

NOTICE

Do not force to turn the compression damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

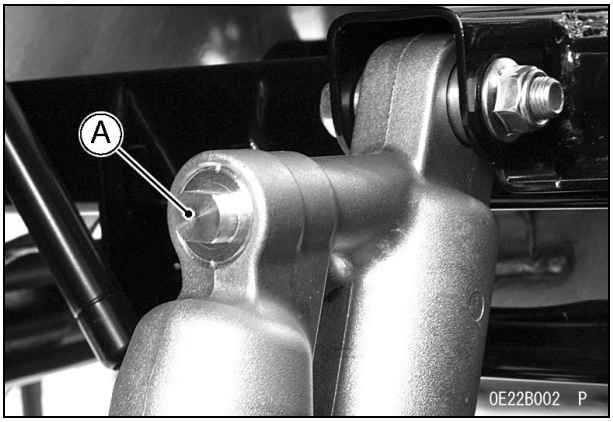
STD Compression Damping:

12 clicks (Counterclockwise from the fully seated position)

- To adjust the rear shock absorber compression damping, turn the adjuster all the way clockwise with a screwdriver to make the damping greatest.
- Turn the adjuster counterclockwise to decrease damping. Adjust the compression damping to the standard setting position.
- The right and left rear shock absorbers must be adjusted evenly.

⚠ WARNING

If both compression damping adjusters and both rebound damping adjusters are not adjusted equally, handling may be impaired and a hazardous condition may result. Set all suspension adjusters equally to the recommended settings.

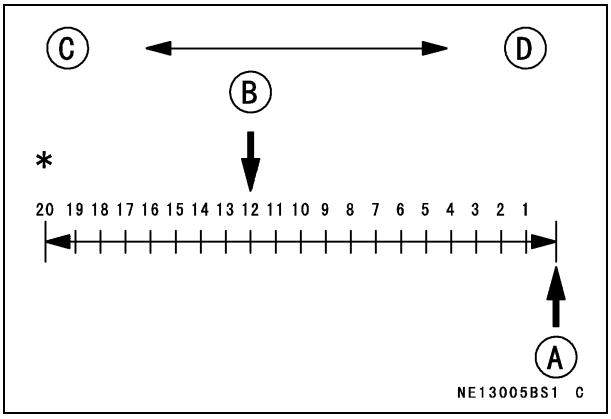


A. Compression Damping Adjuster

MilitaryAuParts.com

* * * MILITARY USE ONLY * * *

Compression Damping Settings



A. Seated Position (Adjuster turned fully clockwise)
B. Standard Setting
C. Softer (Counterclockwise)
D. Harder (Clockwise)

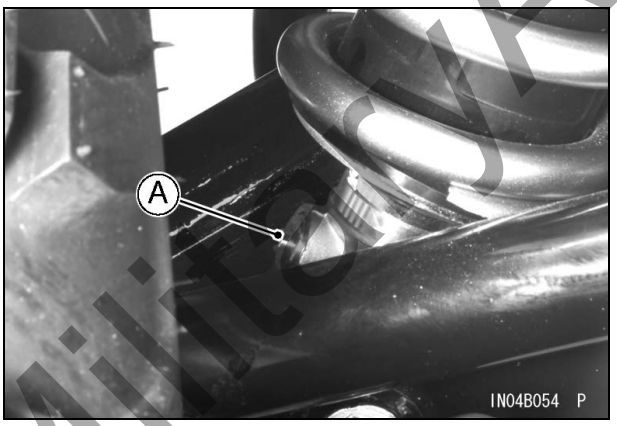
*: Number of turns counterclockwise usable range-20 clicks or more.

Rebound Damping Adjustment (KRF750SAF Model only)

- Check the position of the rebound damping adjuster at the bottom of the rear shock absorber.

STD Rebound Damping:

1 turn out (Counterclockwise from the fully seated position)



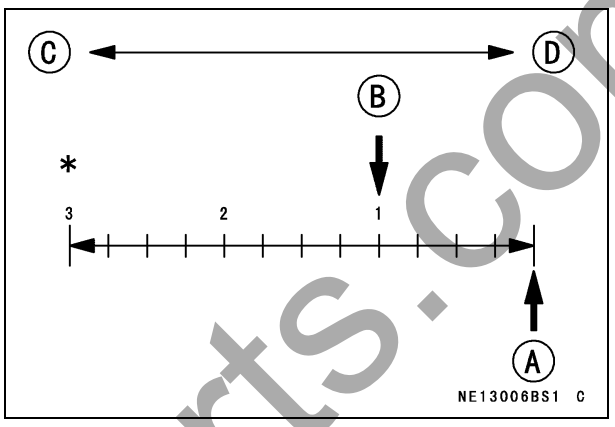
A. Rebound Damping Adjuster

- To adjust the rear shock absorber rebound damping, turn the rebound damping adjuster with a flat-head screwdriver. Adjust the rebound damping to the standard setting position.
- The right and left front shock absorbers must be adjusted evenly.

NOTICE

Do not force to turn the rebound damping adjuster from the fully seated position or the adjusting mechanism may be damaged.

Rebound Damping Settings



A. Seated Position (Adjuster turned fully clockwise)
B. Standard Setting
C. Softer (Counterclockwise)
D. Harder (Clockwise)

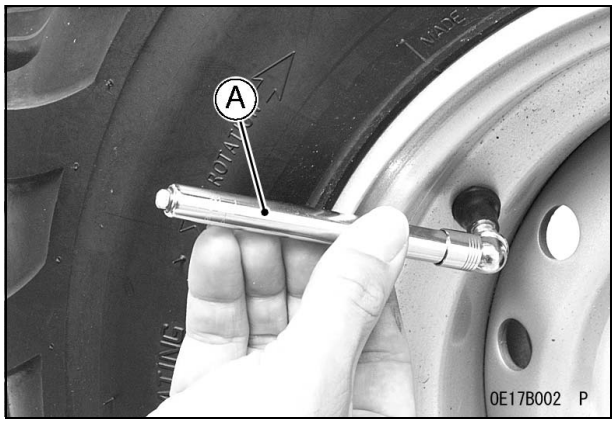
*: Number of turns counterclockwise usable range-3 turns or more.

Tire Air Pressures

Tire Air Pressure Adjustment

- Adjust the pressures to the specified values in the front and rear, and make sure to tighten the caps securely.

Tire Air Pressures (when cold):
[Normal Use]
Front: 60 kPa (0.60 kgf/cm², 8.7 psi)
Rear: 90 kPa (0.90 kgf/cm², 13.1 psi)



A. Air Pressure Gauge

* * * MILITARY USE ONLY * * *

MilitaryAtvParts.com

NOTE

○*To accurately measure the pressure, use a low air pressure gauge included in the tool kit of RUV. Do not use an automotive air pressure gauge because the specified tire air pressures of RUV is too low.*

Fuel

⚠ WARNING

Gasoline is extremely flammable and can be explosive under certain conditions, creating the potential for serious burns. Turn the ignition switch "OFF". Do not smoke. Make sure the area is well ventilated and free from any source of flame or sparks; this includes any appliance with a pilot light. Never fill the tank completely to the top. If the tank is filled completely to the top, heat may cause the fuel to expand and overflow through the vents in the tank cap. After refueling, make sure the tank cap is closed securely. If gasoline is spilled on the fuel tank, wipe it off immediately.

- Open the fuel tank cap, and check for debris in the fuel tank.
- Fill the fuel tank with one gallon or four liters of unleaded gasoline. Use a gasoline with a minimum octane rating shown below.

(For US and Canada Specifications)

Fuel Type	Unleaded Gasoline
Minimum Octane Rating	Antiknock Index (RON + MON) / 2 = 87

(For Australia Specifications)

Use clean, fresh unleaded gasoline with an octane rating equal to or higher than that shown in the table.

Fuel Type	Unleaded Gasoline
Minimum Octane Rating	Research Octane Number (RON) 91

- Close the fuel tank cap and check for any leaks and correct them.

Coolant

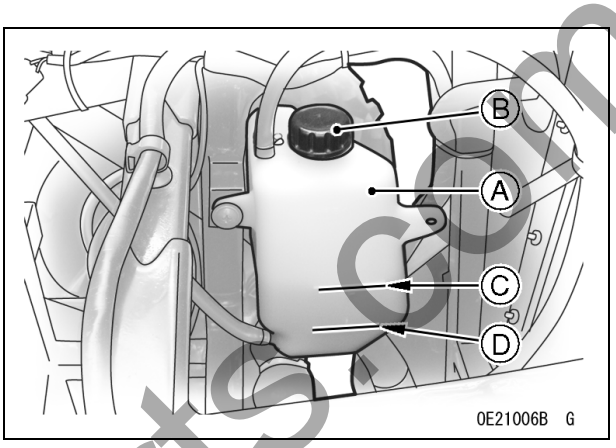
Coolant Reservoir Tank Level Check

- Check the coolant level through the coolant level gauge on the reserve tank.

The coolant level should be between the "F" (Full) and "L" (Low) marks.

NOTE

○*Check the level when the engine is cold (room or atmospheric temperature).*



A. Reserve Tank
B. Cap
C. "F" (Full) Mark
D. "L" (Low) Mark

- If the amount of coolant is insufficient, unscrew the cap from the reserve tank and add coolant through the filler opening to the "F" (Full) mark. Install the cap.

Recommended Coolant Solution

Coolant Mixture Ratio:

Water 50%: Antifreeze 50% (1:1)

Recommended Antifreeze:

Permanent type antifreeze (ethylene glycol plus corrosion and rust inhibitor chemicals for aluminum engines and radiator).

NOTE

○*A permanent type of antifreeze is installed in the cooling system when shipped. It is colored green and contains ethylene glycol. It is mixed at 50% and has the freezing point of –35°C (–31°F).*

Throttle Pedal

Throttle Pedal Free Play Inspection

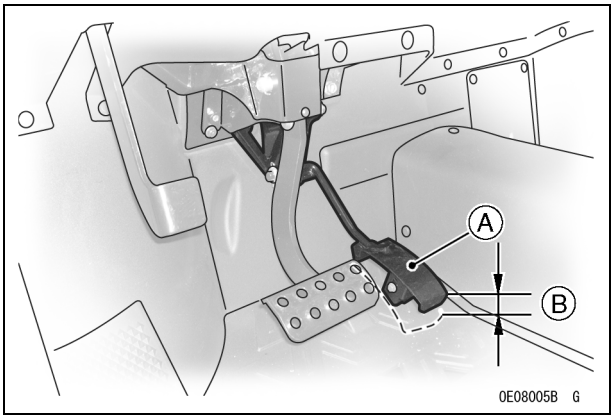
- Check that the throttle pedal has 5 ~ 10 mm (0.2 ~ 0.4 in.) of free play and moves smoothly from full open to close.

Throttle Pedal Free Play:

5 ~ 10 mm (0.20 ~ 0.40 in.)

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Throttle Pedal

B. 5 ~ 10 mm (0.20 ~ 0.40 in.)

Throttle Pedal Free Play Adjustment

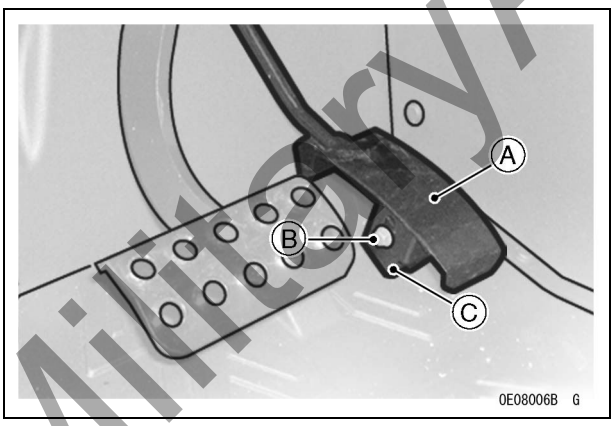
NOTE

○*If the brake pedal free play adjustment is necessary, refer to the Service Manual.*

Throttle Pedal Stop Position Adjustment

The full throttle pedal stop position can be adjusted to prevent pulling the throttle cable more than required.

- Loosen the locknut and make the adjuster free.
- Depress the throttle pedal until the carburetor is fully opened and hold it there.
- Move the adjuster until its bottom touches the floor plate lightly.
- Tighten the locknut securely.



A. Throttle Pedal

B. Locknut

C. Throttle Pedal Stop Bolt

Differential Shift Lever and Cable

By pulling the differential shift lever rearward, the driving force of the front wheels equalizes providing more traction. If the shift lever is pulled fully rearward and lock-axle function is still not effective enough, adjust the differential control cable.

NOTE

○*If the differential shift lever position inspection/adjustment is necessary, refer to the Service Manual.*

Idle Speed Adjustment

NOTE

○*Idle speed adjustment is best performed by ECU, so idle speed cannot be adjusted.*

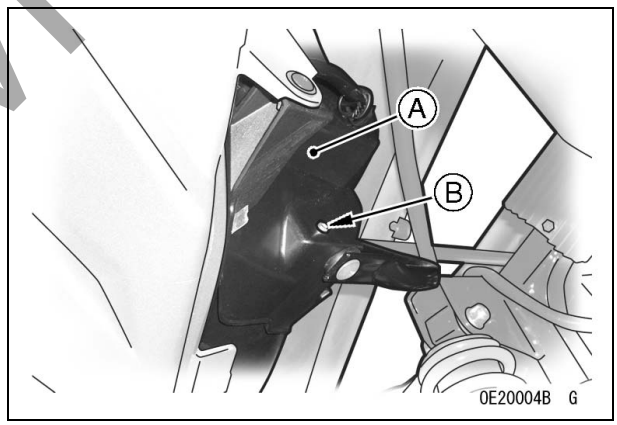
Idle Speed Adjustment

Idle Speed: 1 100 ±50 r/min (rpm)

Headlight Beam

The headlight beams can be adjusted vertically.

- Turn the adjusting screw at the back of the each headlight rim in or out to adjust the headlight vertically.



A. Headlight Body

B. Adjusting Screw

- Close the hood in the reverse order of opening the hood.

Wheel Alignment

Toe-in is the amount that the front wheels are closer together in front than at the rear at the axle height. When there is toe-in, the distance **A** (Rear) is greater than **B** (Front) as shown. The purpose of toe-in is to prevent the front wheels from getting out of parallel at any time, and to prevent any slipping or scuffing action between the tires and the ground. If toe-in is incorrect, the front wheels will be

* * * MILITARY USE ONLY * * *

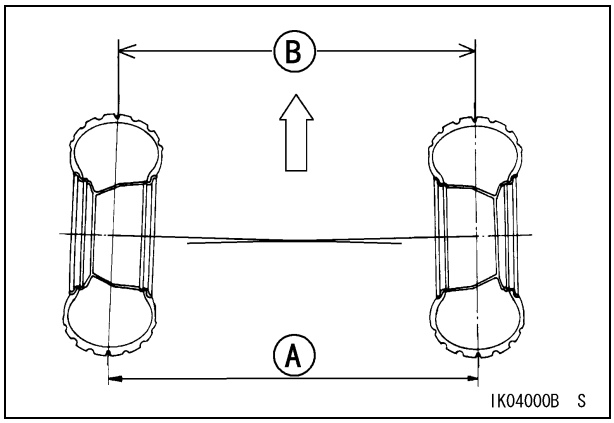
MilitaryAtvParts.com

dragged along the ground, scuffing and wearing the tread knobs.

Caster and camber are built-in and require no adjustment.

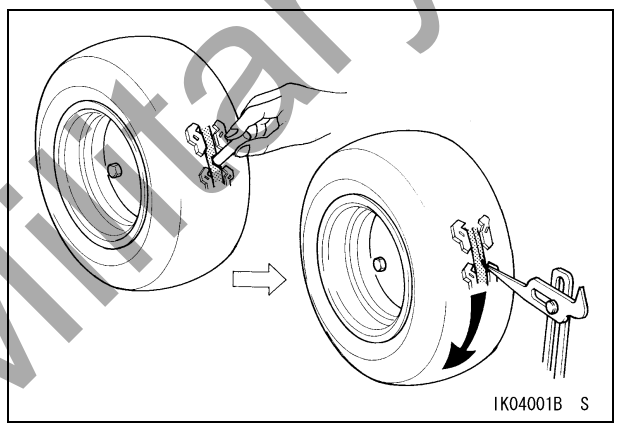
A (Rear) – B (Front) = Amount of Toe-in

(Distance A and B are measured at hub height)



Toe-in Adjustment

- Lift the front wheels off the ground.
- Apply a heavy coat of chalk near the center of the front tires.
- Using a needle nose scriber, make a thin mark near the center of the chalk coating while turning the wheel.
- Set the wheels so that the marks on the tires are at the front side and at the level of the axle height.
- Ground the front wheels.
- Set the steering wheel straight ahead.
- At the level of the axle height, measure the distance between the scribed lines with a measure.



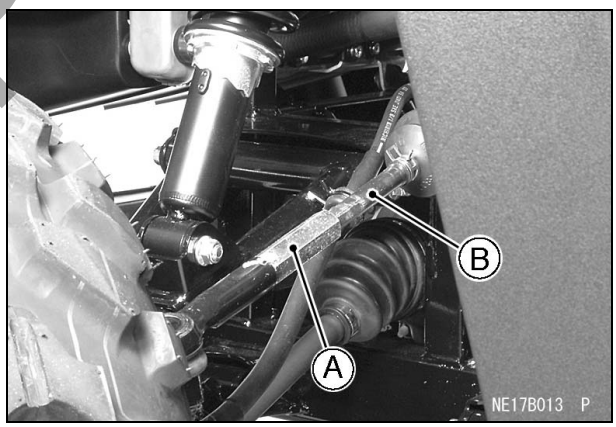
- Move the vehicle rearward until the marks on the front tires are at the rear side and at the same level as the axle.
- Measure the distance between the scribed lines.

- Subtract the measurement of the front from the measurement of the rear to get the toe-in.

Toe-in of Front Wheels

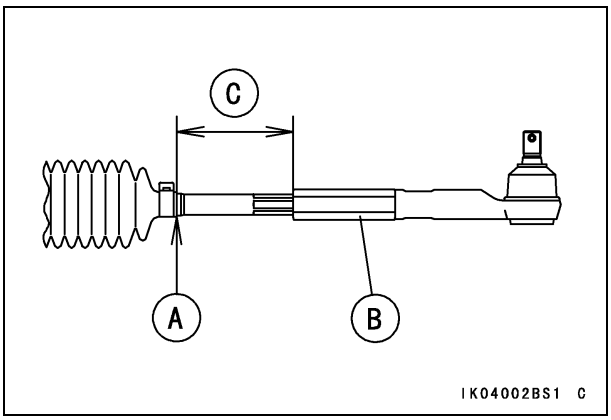
Standard: 20 ~ 40 mm (0.79 ~ 1.57 in.) at 1G

- If the length is out of specification adjust the tie-rod length.
- Loosen the locknuts [A] on each tie-rod and turn the adjusting rods [B] the same number of turns and the same direction on both sides to achieve the specified toe-in.



NOTE

○*The toe-in will be near the specified range, if the length of the tie-rod distance between the rod groove [A] and the locknut [B] is 80 mm (3.15 in.) [C] on both the left and right tie-rods.*



MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

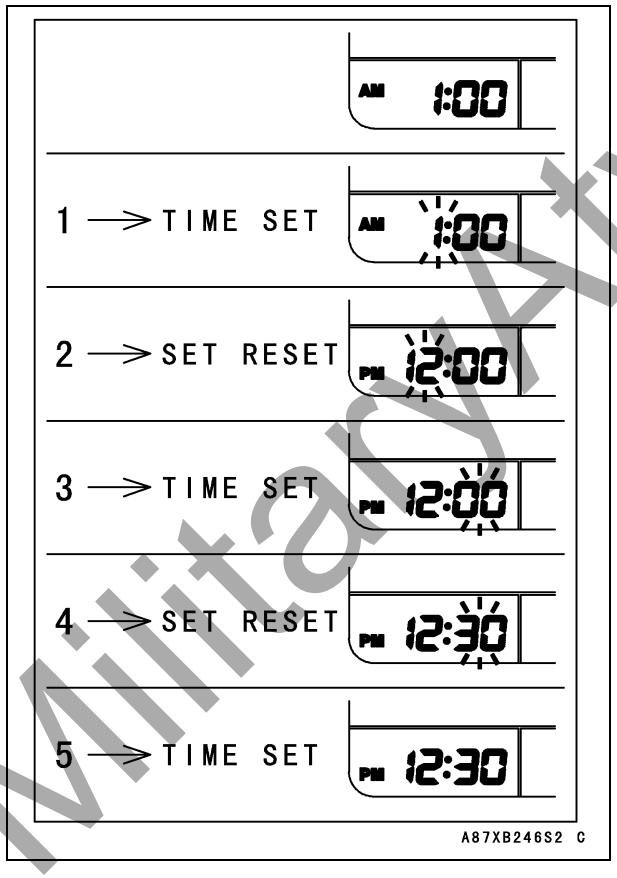
- Check the toe-in again.
- Tighten the tie-rod end locknuts to the specified torque.

  Torque : 44 N·m (4.5 kgf·m, 32 ft·lb)
- Test drive the vehicle.

Digital Meter

Clock Adjustment:

- Turn the ignition key to “ON”.
- Push the "TIME SET" button. The hour display starts flashing.
- Push the "SET/RESET" button to advance the hours.
- Push the "TIME SET" button. The hour display stops flashing and the minutes display starts flashing.
- Push the "SET/RESET" button to advance the minutes.
- Push the "TIME SET" button. The minutes display stops flashing and the clock starts working.



NOTE

○*Pushing the "SET/RESET" button momentarily advances the hour or minute step by step. Pushing and holding the button advances the hour or minute continuously.*

○*The clock works normally from the back-up power while the ignition switch is turned off.*

○*When the battery is disconnected, the clock resets to AM 1:00, and starts working again when the battery is connected.*

Check the Mph·km/h Display in the Digital Meter:

Mph·km/h Display can alternate between English and metric modes (mph and km/h) in the digital meter. Make sure that km/h or mph is correctly displayed according to local regulations before sale.

NOTE

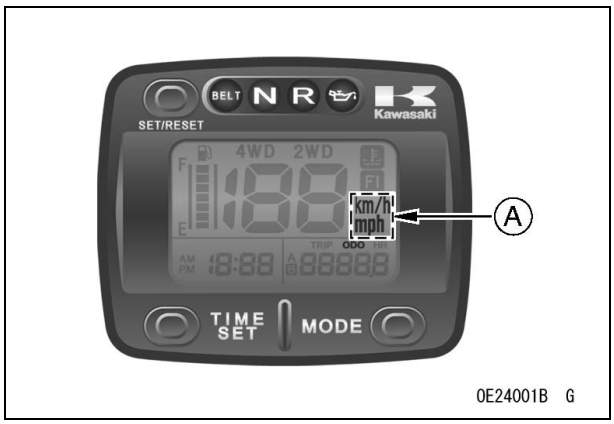
○*Do not operate the vehicle with the digital meter displaying in the wrong unit (mph or km/h) of the digital meter. Shift the mph·km/h display in the digital meter as follows.*

- Depress the brake pedal, and then release the parking brake.

NOTE

○*With depressing the parking brake pedal, mph·km/h display can not shift in the digital meter.*

- Display the odometer in the digital meter.
- The mph·km/h display shifts by pushing the “SET/RESET” button while the “MODE” button pushed in.

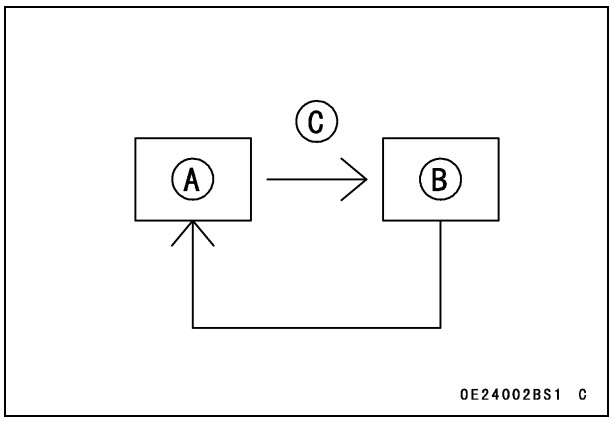


A. Mph·km/h Display

- The mph·km/h display shifts as follows.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *



A. Km/h Display

B. Mph Display

C. Push “SET/RESET” Button with “MODE” Button pushed in

NOTE

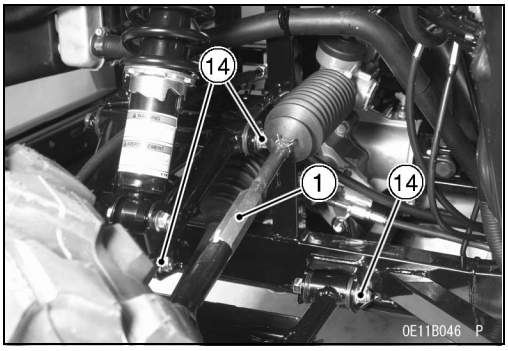
○ *The data is maintained even if the battery is disconnected.*

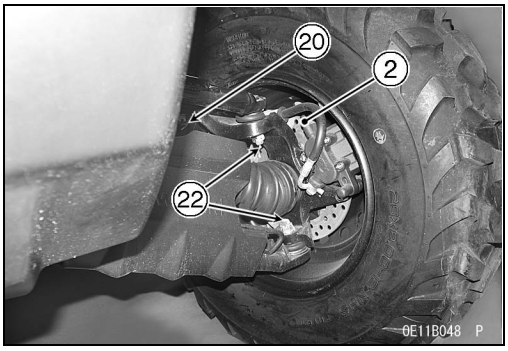
MilitaryAtvParts.com

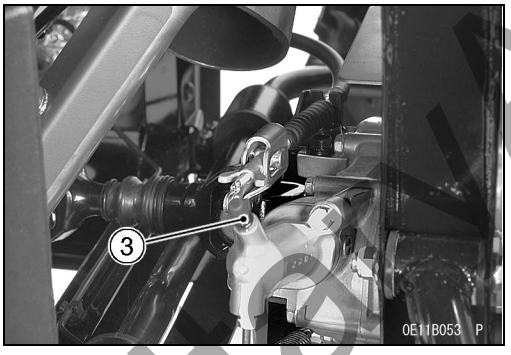
* * * MILITARY USE ONLY * * *

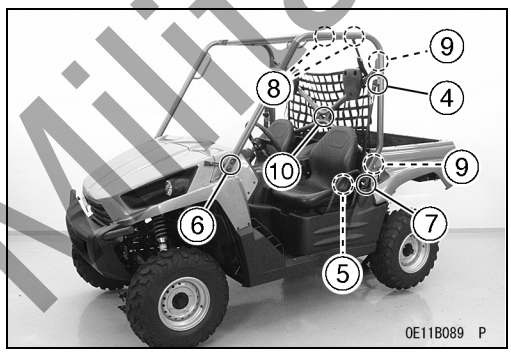
Fastener Check

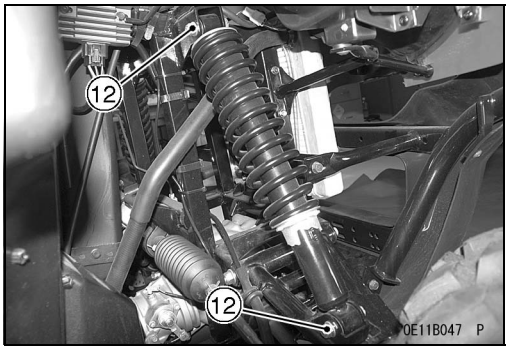
- The torque values listed are for assembly and preparation items only, see the appropriate Service Manual for a more comprehensive list. Check tightness of all fasteners that are in the table before retail delivery. Also check to see that each cotter pin or circlip is in place.

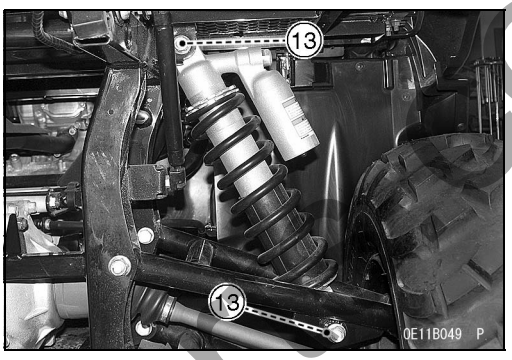


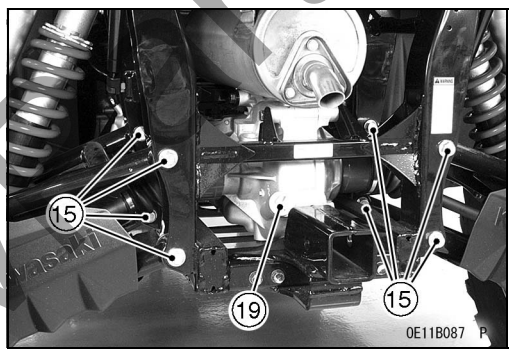


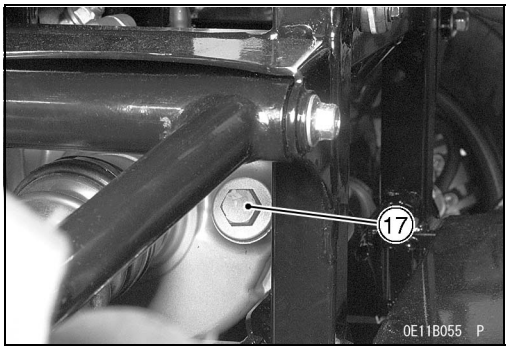


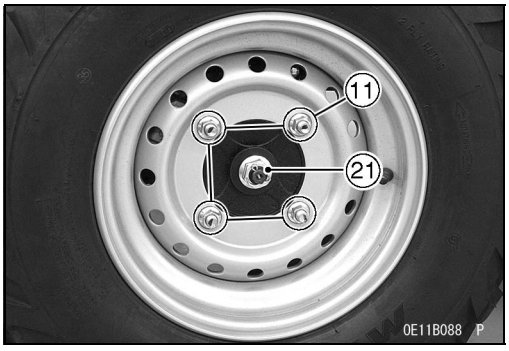






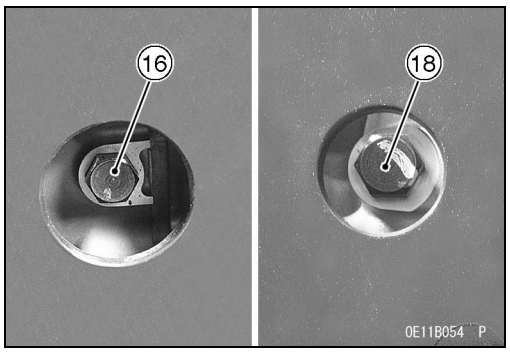






Military ATV Manuals.com

* * * MILITARY USE ONLY * * *



No.	Fastener	Torque			Remarks
		N·m	kgf·m	ft·lb	
Steering					
1	Tie-rod end locknut (Left and Right)	44	4.5	32	
Brake					
2	Brake caliper bleed valve (Left and Right)	7.8	0.80	69 in·lb	
3	Rear master cylinder bleed valve	7.8	0.80	69 in·lb	
Frame					
4	Seat belt mounting bolt (Left and Right)	42	4.3	31	
5	Seat belt case mounting nut (Left and Right)	47	4.8	35	
6	Right and left bar front mounting bolt	98	10	72	
7	Right and left bar rear mounting bolt	98	10	72	
8	Front and rear upper bar mounting bolt (Left and Right)	47	4.8	35	
9	Upper and lower back bar mounting bolt (Left and Right)	47	4.8	35	
10	Back bar joint bolt (Left and Right)	47	4.8	35	
Wheel					
11	Wheel nut	137	14	101	
Suspension					
12	Front shock absorber mounting nut (Left and Right)	58	5.9	43	
13	Rear shock absorber mounting nut (Left and Right)	96	9.8	71	
14	Front upper and lower suspension arm pivot nut (Left and Right)	88	9.0	65	
15	Rear upper and lower suspension arm pivot nut (Left and Right)	88	9.0	65	
Engine					
16	Front final gear case oil drain plug	15	1.5	11	
17	Front final gear case oil filler cap	29	3.0	21	
18	Rear final gear case oil drain plug	15	1.5	11	
19	Rear final gear case oil filler cap	29	3.0	21	
Cotter pin or Snap Pin					
20	Tie-rod end nut cotter pin (Left and Right)	–	–	–	
21	Front and rear axle nut cotter pin	–	–	–	
22	Front suspension arm joint nut cotter pin (Left and Right)	–	–	–	

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

Standard Torque Table

This table relating tightening torque to thread diameter, lists the basic torque for bolts and nuts. Use this table only for the bolts and nuts not listed above. All of the values are for use with dry solvent-cleaned threads.

General Fasteners:

Threads dia. mm	Torque		
	N·m	kgf·m	ft·lb
5	3.4 ~ 4.9	0.35 ~ 0.50	30 ~ 43 in·lb
6	5.9 ~ 7.8	0.60 ~ 0.80	52 ~ 69 in·lb
8	14 ~ 19	1.4 ~ 1.9	10.0 ~ 13.5
10	25 ~ 34	2.6 ~ 3.5	19.0 ~ 25
12	44 ~ 61	4.5 ~ 6.2	33 ~ 45
14	73 ~ 98	7.4 ~ 10.0	54 ~ 72
16	115 ~ 155	11.5 ~ 16.0	83 ~ 115
18	165 ~ 225	17.0 ~ 23.0	125 ~ 165
20	225 ~ 325	23 ~ 33	165 ~ 240

Test Ride Checklist

● Complete the test ride checklist.

Steering: Action is free from lock-to-lock.

Suspension: Check operation.

Engine: The starter works properly and engine starts promptly. Good throttle response and return.

Belt Drive Torque Converter: Smooth operation.

Differential: Smooth operation.

Forward-Reverse Shift: Smooth operation.

Hi-Low Shift: Smooth operation.

2WD-4WD Shift: Smooth operation.

Brakes: Adequate, smooth stopping power. Do not drag.

Seat Belt: Proper function.

Electrical System:

Headlight - check operation.

Tail/Brake Light - check operation.

No Unusual Noises:

No Fuel, Oil, Brake Fluid, or Coolant Leaks:

Make a thorough visual check after the test ride.

PREPARATION IS COMPLETE.

If any of the above items were found to operate improperly, refer to the Kawasaki TERYX 750 FI 4×4, TERYX 750 FI 4×4 LE and TERYX 750 FI 4×4 SPORT Service Manual for repair and adjustment procedures.

MilitaryAtvParts.com

* * * MILITARY USE ONLY * * *

MilitaryAtvParts.com

MODEL APPLICATION

Year	Model	Name
2010	KRF750NAF	TERYX 750 FI 4×4
2010	KRF750PAF	TERYX 750 FI 4×4 LE
2010	KRF750RAF	TERYX 750 FI 4×4 LE
2010	KRF750SAF	TERYX 750 FI 4×4 SPORT
2010	KRF750SAFA	TERYX 750 FI 4×4 SPORT
2010	KRF750TAF	TERYX 750 FI 4×4

MilitaryAtvParts.com

Kawasaki
KAWASAKI HEAVY INDUSTRIES, LTD.
Consumer Products & Machinery Company

Part No. 99931-1515-02